

WARD: Ashley

SITE ADDRESS: 31 - 45 Lower Ashley Road St Pauls Bristol BS2 9PZ

APPLICATION NO: 19/02157/F Full Planning

DETERMINATION DEADLINE: 18 December 2019

Construction of a 4-storey block of flats to provide 28 units of residential accommodation including affordable housing, cycle parking, refuse storage and amenity space.

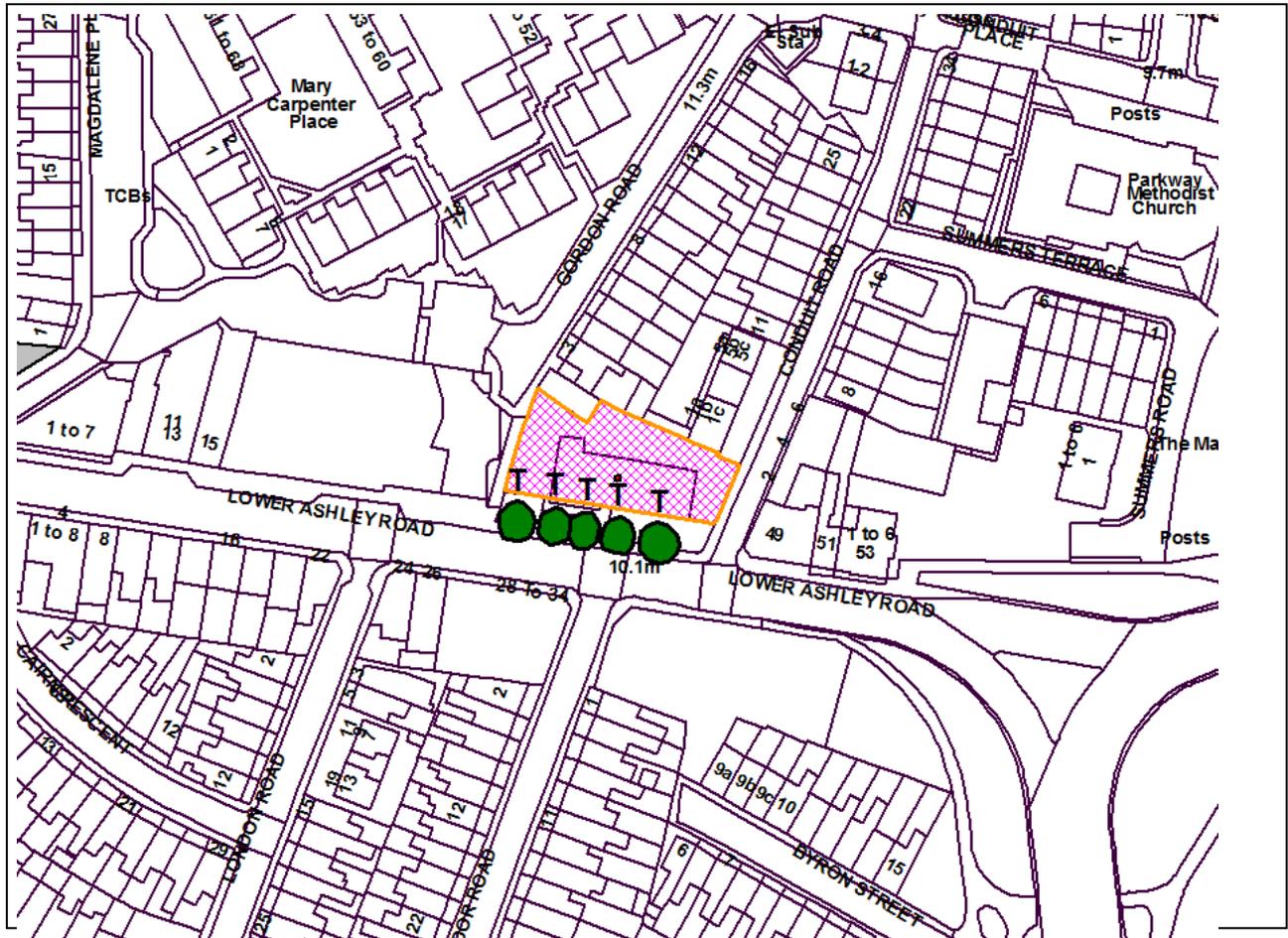
RECOMMENDATION: GRANT subject to Planning Agreement

AGENT: Dewar Planning Associates

APPLICANT: Clayewater Homes Ltd
Lower Roleston
Harracott
Barnstaple
EX31 3JF

The following plan is for illustrative purposes only, and cannot be guaranteed to be up to date.

LOCATION PLAN:



Development Control Committee B – 24 June 2020**Application No. 19/02157/F: 31 - 45 Lower Ashley Road St Pauls Bristol BS2 9PZ****UPDATE FOLLOWING DEVELOPMENT CONTROL (DC) COMMITTEE B- 24TH JUNE 2020
DEFERRAL: MEMBERS MINDED TO REFUSE APPLICATION****BACKGROUND**

On 24th June 2020, Members of DC Committee B voted that they were minded to refuse the above application and resolved to defer the application, requiring an update by officers to be reported to the following DC B committee meeting setting out refusal grounds based on their specified refusal reasons (as required by committee protocol). The stated refusal reasons were as follows:

1. Air pollution
2. Visual amenity impact
3. Failure to comply with the Council's Urban Living Supplementary Planning Document (SPD) in the following ways:
 - a. Creation of a vibrant and equitable community
 - b. Microclimate impacts
 - c. Poor level of parking
 - d. Failure to include appropriate internal access and to integrate appropriate communal amenity and children's play space
 - e. Noise impacts

Officers also make further reference below to land contamination matters following comments made by Committee Members and in public forum statements.

AIR POLLUTION

Officers did not recommend refusal of the application on air pollution grounds, considering that although the submitted air quality assessment demonstrated that an adverse impact on some existing residents of the area would be experienced as a result of the proposed development, that this should be weighed against the extant planning permission.

The extant permission (15/05530/P) for a three-storey student accommodation block on the site is a material consideration that officers advise should be given weight in the consideration, although as air quality modelling was never carried out in relation to that permission, the weight to be attached to this earlier permission in relation to the issues of air pollution and air quality will be limited. Accordingly, due to the absence of a detailed assessment of the air quality issue previously, it is the view of your planning officers that it is not possible to conclude that the extant scheme would have a comparable impact on air quality as the current application.

During the DC Committee meeting, one Member commented that comparative modelling to show differences in air quality impacts between the extant permission and current proposal would be helpful in reaching their decision on the application. Officers have contacted the applicant to seek this comparative modelling study, however, at the time of writing; no further information has been received in this respect.

It was highlighted by officers that the submitted air quality assessment demonstrated that the air quality for *future residents of the development* would be within acceptable levels and that there would be no requirement for windows of the development to be fixed shut. Mechanical ventilation would be provided however to give residents the option to keep windows shut, which would also

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mitigate noise impacts.

A suggested refusal reason is set out below.

VISUAL AMENITY IMPACT

Members of the committee raised objections regarding the appearance of the proposed development and impact on visual amenity in terms of its relation to local character, appearance and materials.

FAILURE TO COMPLY WITH THE URBAN LIVING SUPPLEMENTARY PLANNING DOCUMENT (SPD)

During the DC Committee meeting, Councillors raised concerns that the housing need in the area was for family accommodation of houses and homes with more than two bedrooms, although they also questioned the suitability of the site for residential use and particularly family housing, stating that student accommodation use might be preferable given that this is typically short-term accommodation.

Concerns were expressed that the quality of residential accommodation was questionable.

Members also raised concerns regarding the impact on future residents of the development in terms of road traffic noise. The Environmental Health Team had previously advised that noise impacts could be mitigated through appropriate noise insulation and mechanical ventilation to ensure that windows on the affected elevations could be shut when required (and opened at other times). Members expressed concerns regarding the quality of the living environment resulting from this situation where windows would need to be kept shut much of the time and mechanical ventilation used, particularly in combination with other issues including air quality, microclimate, overheating and the proportion of single aspect units.

It was commented that the internal access was poor and that the communal amenity space was limited and of poor quality and failed to creatively integrate children's play space.

Lastly, objections were also raised by Members that the proposal included insufficient car parking taking into account the nature of the local area, parking demand and inability to restrict parking by new residents.

A refusal reason based on these grounds is set out below.

LAND CONTAMINATION MATTERS

Members raised concerns during the committee meeting regarding land contamination matters, though did not ultimately recommend refusal on those grounds. Objectors to the scheme have subsequently sought access to the contaminated land assessment submitted in relation to this application, raising concerns that it was not available online.

At time of the committee, officers advised that they believed that the assessment was available online. Upon review, officers have established that while a contaminated land assessment was not submitted in relation to the current application, that the matter of contamination was considered appropriately and with the expert advice of the relevant consultee the Contaminated Land Team on the basis of an archived assessment submitted in relation to a previous application (18/00560/F).

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The Contaminated Land Team commented as follows in relation to the application:

“The applicants are referred to the following:

- Bristol Core Strategy - BCS23 Pollution
- Local Plan – DM34 Contaminated Land
- National Planning Policy Framework Paragraphs 109, 120 to 122
- Planning Practice Guidance Note <https://www.gov.uk/guidance/land-affected-by-contamination>
- <https://www.bristol.gov.uk/planning-and-building-regulations-for-business/land-contamination-for-developers>

The proposed development is sensitive to contamination and is situated on or adjacent to land which has been subject to land uses which could be a potential source of contamination.

The following report held in this office from earlier applications has been reviewed in relation to the application: Earth Environmental & Geotechnical Ltd. November 2016. Phase 1 Geo-Environmental Assessment. 31 - 45 Lower Ashley Road Bristol. A1641/16

Given the proposed development and identified sources of potentially contamination on and off site the desk study report advises further intrusive investigation's will be required. Therefore it is recommended that any consent has a non-standard site characterisation condition along with standard conditions B12 B13 and C1.

Recommended non-standard condition:

A site specific risk assessment and intrusive investigation shall be carried out to assess the nature and extent of the site contamination and whether or not it originates from the site. The investigation and risk assessment must be undertaken by competent persons and a written report of the findings must be produced. The results of this investigation shall be considered along with the Phase 1 Geo-Environmental Assessment prepared by Earth Environmental and Geotechnical Ltd dated November 2016 (Reference A1641/16). The written report of the findings shall be submitted to an approved in writing by the Local Planning Authority prior to any works (except demolition) in connection with the development, hereby approved, commencing on site. This investigation and report must be conducted and produced in accordance with DEFRA and the Environment Agency's 'Model Procedures for the Management of Land Contamination, CLR 11'.

Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other off site receptors.”

Having reviewed this matter, officers advise that the above non-standard condition should be added to the list of recommended conditions that were already presented to Members via the Amendment Sheet.

The contaminated land assessment referenced cannot be uploaded to the public website in relation to application 19/02157/F as it was produced in relation to a former application (18/00560/F) made by a different applicant (therefore the applicant would not likely have the rights to this document). Application reference 18/00560/F was withdrawn and therefore the documents (including contaminated land assessment) are no longer available online.

Officers are satisfied that the Contaminated Land Officer has fully reviewed the consideration and recommended appropriate conditions. These conditions would require site specific risk assessment, intrusive investigation and remediation and would mean that the development would still meet the requirements of the NPPF to ensure that the development is suitable for the proposed end use.

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POSSIBLE REASONS FOR REFUSAL

The following reasons for refusal are suggested:

1. The proposed development would result in a detrimental impact on air quality and consequently health and wellbeing for existing residents living in the vicinity of the site. The proposed development fails to provide a scheme of mitigation that would demonstrably reduce the identified adverse air quality impact. The proposal would be contrary to the National Planning Policy Framework, the National Planning Practice Guidance, Bristol Core Strategy Policy BCS23 and Site Allocation and Development Management Policies DM14 and DM33.
2. The proposed development would fail to respond positively to the local context and character in visual amenity terms in respect of its overall design, appearance and materials, contrary to Section 12 of the National Planning Policy Framework, Policy BCS21 of the Bristol Core Strategy and Policy DM29 of the Site Allocations and Development Management Policies Document.
3. The proposal would be contrary to the Council's Urban Living Supplementary Planning Document (SPD) as it would fail to contribute to creating a vibrant and equitable neighbourhood and to providing a quality living environment for future occupiers through: delivering a comfortable microclimate for future occupants, integrating appropriate internal access and communal amenity space including children's play space, and addressing the impact of road traffic noise on future residents of the site. The proposed development would fail to integrate a satisfactory level of car parking resulting in unacceptable harm to the amenity of local residents.

The proposal would be contrary to Section 12 of the National Planning Policy Framework, Policy BCS21 of the Bristol Core Strategy and Policy DM29 of the Site Allocations and Development Management Policy Document.

CONCLUSION

Officers recommend approval of the application subject to the criteria within the previous report being addressed (overcoming the Environment Agency objection, recommended conditions and Planning Agreement).

However, should Members remain minded to recommend refusal of the application, then the above reasons for refusal are suggested.

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The application is for 28 residential units incorporating 40% affordable housing with 2 off-street parking spaces.

The application site has a lengthy planning history and benefits from extant permission for redevelopment for a 3-storey building (with third floor within the roof space) for mixed use offices / student accommodation and no parking. This extant permission (outline permission 15/05530/P and reserved matters permission 18/05532/M) is a material consideration in the determination of the current application.

The extant permission included the removal of 5 Norway Maple trees along the site frontage in order to realise the other planning benefits of bringing the site forward for redevelopment. 2 of these trees have now been felled. A financial contribution has been paid and already partly allocated for expenditure for replacement tree planting (within Bristol City Council land) within the local area as mitigation for the removal of these trees. No further planning permission is required to enable the removal of these trees, however the local planning authority agreed with the site owner that they retain the remaining trees pending the outcome of the current application, in recognition of the sensitivity of the matter publicly. Following a dispute being raised regarding land ownership, the Council has reviewed the land ownership query and confirmed that the trees are not within its ownership.

The proposal has been amended during the course of the application and further publicity and consultation carried out. At the time of writing, significant public objection has been received to the proposals (81 objections) on the grounds of the following key issues: loss of trees, parking, scale and design, impact on residential amenity of existing residents, air quality and flood risk.

The key considerations for the application are the tree considerations, loss of employment land, housing provision, transport, flood risk, urban design, sustainability considerations and amenity matters including air quality. These matters are covered in full below.

Officers are recommending approval of the application subject to planning legal agreement and conditions and subject to the objection received by the Environment Agency on flood risk grounds being addressed.

SITE DESCRIPTION

The application site comprises a single-storey building, car parking and grounds on the north side of Lower Ashley Road, currently vacant and partly demolished. The last permanent use of the building was as offices, a more recent temporary use has included a hand car wash within the car park.

Lower Ashley Road is a busy major vehicle route (B-road) through the city centre, leading to M32 Junction 3 less than 100m from the site. Vehicular access to the site is from Gordon Road. Temporary vehicular access to the car wash use was from Lower Ashley Road. A public footpath (adopted) runs along the western boundary of the site providing a pedestrian and cycle link between Lower Ashley Road and Gordon Road.

The building has been the subject of recent demolition work, which at the time of writing, was partially completed but ceased. The 'Planning History' section below refers. The site is secured by temporary hoardings/ fencing.

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To the Lower Ashley Road frontage of the site is a grassed area of landscaping containing tree planting, with a paved footpath leading to the building entrance. There originally existed 5 no. Norway Maple trees (3 green, 2 purple) covered by a Tree Preservation Order (reference 941) within this landscaped area.

At the time of writing, 3 of these trees remain, the others having been removed or partially removed by the site land owner. There has been extensive discussion between the Council and local stakeholder parties regarding the ownership of the land on which the trees stood/ stand- see summary below within Key Issue A- 'Arboriculture/ Tree Considerations'.

The predominant surrounding land use is residential use, with some commercial ground floor uses opposite across Lower Ashley Road. The plot of land to the west of the site, fronting Lower Ashley Road, is currently vacant and fenced by hoardings but has planning permission for redevelopment for housing (refer to 'Planning History' section). The site opposite at the junction of Lower Ashley Road and Tudor Road has also been granted planning permission for residential redevelopment and is currently undergoing development.

The site is not within a designated Conservation Area, but is located within the Ashley Road/Grosvenor Road Local Centre. The site lies just outside the Bristol Central Area Plan boundary (which runs along Lower Ashley Road) and is within an area of low risk in terms of coal mining.

The site lies immediately to the north of the St Paul's Residents' Parking Scheme (RPS) and approximately 150m east of the Montpelier RPS.

RELEVANT PLANNING HISTORY

There is an extensive planning history on this site, which forms a material consideration in the consideration of this application. These applications are listed below in chronological order, with most recent first. Also listed are the relevant applications at the adjacent 17-29 Lower Ashley Road site.

- Prior approval application ref. 20/00232/N- Application for prior notification of proposed demolition of the main building. PRIOR APPROVAL NOT REQUIRED – Decision issued 14th February 2020.

In brief, this decision was reached as the site already benefits from planning permission including demolition; therefore according to the relevant legislation, prior approval for separate demolition cannot be given in addition.

- Reserved matters planning application ref. 18/05532/M- Reserved Matters application in relation to landscaping and appearance, pursuant to outline planning approval 15/05530/P - Outline planning application for proposed removal of existing single storey office building and provision of four storey mixed used development, comprising office areas to ground floor and student accommodation above. GRANTED on 1st May 2019 subject to conditions. The permission must be implemented within 2 years of 1st May 2019.
- Full planning application ref. 18/00560/F- Demolition of existing building and proposed construction of 78-bed student accommodation with ancillary facilities. WITHDRAWN on 15 May 2018 following officer concerns.
- Outline planning application ref. 15/05530/P- Outline planning application for proposed removal of existing single storey office building and provision of four storey mixed used development, comprising office areas to ground floor and student accommodation above. (Major application) GRANTED subject to conditions 5 February 2016.

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- Outline Planning application ref. 15/00863/P for "Outline planning application for the proposal to remove an existing single storey office building and provision of four storey mixed used development comprising office areas to ground floor and student accommodation above. (Approval being sought for Access, Layout and Scale)" was WITHDRAWN on 28 September 2015 in response to officer concerns.
- Pre-application enquiry ref. 14/04101/PREAPP for "Demolition of redundant building and erection of 4-5 storey structure for residential and/or student accommodation with the possibility of the inclusion for office or retail space at ground floor level"
- Reserved matters planning application ref. 10/01590/M for "Reserved matters application further to outline approval ref. 06/04740/P for approval of soft and hard landscaping to the front and rear of the proposed development" was GRANTED on 8 June 2010
- Outline planning application ref. 06/04740/P for "Outline application for the erection of combined three/four storey building accommodating 24 flats with basement car/cycle parking accessed off Conduit Road and 420 square metres of office floorspace (Use Class B1) with ground floor cycle parking accessed off Gordon Road" was GRANTED on 23 April 2007
- Full planning application ref.05/04471/F for "Erection of combined three/five/six storey building accommodating 24 flats with basement car/cycle parking accessed off Conduit Road, and 260 square metres of office floorspace (Use Class B1) with ground floor car/cycle parking accessed off Gordon Road" was REFUSED on 20 January 2006.

17-29 Lower Ashley Road (the Yard Arts site) relevant planning history:

Planning application ref. 18/06646/F- Construction of a 4 storey block of flats to provide 31 units, including affordable housing, with associated parking and amenity space (Major). GRANTED subject to s106 Agreement 29th January 2020.

Planning application ref. 17/01898/F- Construction of a 4 storey block of flats to provide 37 units including appropriate level of affordable housing with associated parking and amenity space. (MAJOR). REFUSED (Committee decision- 21 June 2018) on the following grounds (summarised):

1. Harmful impact on residential amenity;
2. Design;
3. Loss of trees;
4. Affordable housing provision;

APPLICATION

This application follows a previous permission for outline permission in 2016 (see above) for offices and student accommodation and reserved matters permission for minor aspects of that same development (appearance and landscaping) granted in May 2019. This permission established a number of fundamental principles for the development of the site including: removal of the existing TPO trees along the frontage, footprint and scale of the development and zero-parking on the site.

The outline planning permission included the removal of 5 maple trees within the application site along the street frontage. The outline application's supporting documents included a Unilateral Undertaking committing to a financial contribution for 3 street trees and 17 open-ground trees (total of £22,965.21) payable to the Council upon commencement of the development in order to provide replacement planting either on-street or in public open space within a one mile radius of the application site. Tree matters are covered in further detail at Key Issue (A) below.

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The current application was submitted in May 2019 and since that time, officers have engaged with the applicant to negotiate improvements to the scheme in order to seek to address all relevant planning policies. A revised scheme was submitted in April/ May 2020.

The differences between the schemes are outlined in Table 1 below:

Table 1

	May 2019 scheme	April 2020 scheme
No. of units	31	28
Net internal area	1932.1 sqm	1680.4sqm
Mix of units	14 x 1-bed, 17 x 2-bed	14 x 1-bed, 14 x 2-bed
Amount of affordable housing	40%	40%
Amount of parking	0 spaces	2 spaces
Maple tree retention	Not retained	Not retained

A letter from the proposed end-user registered housing provider Live West has been submitted (see Affordable Housing Statement) confirming that it would be their intention to deliver the remaining 60% of homes as extra-to-policy affordable housing (i.e. 100%). This element would be outside of the planning application process based on grant funding.

The proposed housing mix of the current proposal is:

- 1 bed 2 person (1B2P) - 14 units
- 2 bed 3 person (2B3P) - 5 units
- 2 bed 4 person (2B4P) – 9 units

The proposal is for a 4-storey block of accommodation with some outside space to the rear (North).

2 parking spaces are provided with access via the existing access from Gordon Road including one accessible disabled bay. The proposed refuse store is accessed from Gordon Road.

Cycle parking is proposed within the basement (24 no. double racks and 4 no. Sheffield stands), with lift access. A plant room is located at ground floor level, opening onto the alleyway/ lane linking Lower Ashley Road and Gordon Road.

Please note that the red line boundary has been changed during the course of the application to include the plot of land known as '2 Gordon Road' (immediately adjacent to 3 Gordon Road). The application proposal would also include the adoption of a strip of the site along its western boundary, to widen the Gordon Road to Lower Ashley Road public footpath.

PRE-APPLICATION COMMUNITY INVOLVEMENT

The submitted Community Involvement Statement (CIS) sets out that pre-application engagement with the LPA took place and that public consultation took place in April 2019 with letters sent to over 100 neighbours and St Paul's Planning Group. A meeting was held on site with that group to discuss the proposals and following the meeting, changes were made to remove the proposed parking element (originally 10 spaces were proposed) as had been sought by the group.

In the opinion of officers, the submitted CIS is brief and doesn't fully outline the nature of responses received and any outcomes associated with these responses. However, full consultation has been undertaken through the application process and the issues raised by third parties as representations have been reviewed in detail and are taken into account in the consideration of the application as material planning considerations.

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Public consultation was carried out on the application via letters to neighbouring residents in May 2019, July 2019 and site notice/ press notice in May/ June 2019.

At the time of writing, 68 contributors have made representations to the original application with 65 objections, 1 in support and 2 general representations received.

Following submission of a revised proposal, further direct neighbour consultation (via letter/ email, which included all contributors to the application to date) was carried out, with an expiry date of 23rd June 2020. A further site notice was carried out in June 2020 as an additional measure, though this is not a statutory consultation requirement. Therefore while the expiry date falls after the Committee meeting date, it was considered by officers to be beneficial and worthwhile to provide additional notification in this way.

At the time of writing there have been a total of 84 representations received to the both the original and revised scheme, with 81 objections, 1 support and 2 general representations. A summary of all comments received is set out below and any additional comments will be summarised on the Committee amendment sheet.

Objections

- Inaccurate information submitted (public rights of way, trees, letters cited not made available);
- Loss/ damage of 5 mature trees subject to a Tree Preservation Order (TPO);
 - o The trees are street-trees outside the ownership boundary of the property;
 - o Previous decision allowing loss of trees is invalid as Arboriculture Consultant did not inform the case officer that the trees were the subject of a TPO;
 - o The Arboriculture Consultant's report states that "the extent and frequency of tree reduction necessary to retain these trees would quickly destroy any amenity value that the trees possess"- this is queried;
 - o Climate change/ shading/ wildlife/ surface water flooding impacts;
 - o Air quality and noise impacts;
 - o Character of neighbourhood/ amenity value impact;
 - o New tree planting would not compensate as these are mature trees to be lost;
 - o Application should be landscape-led and incorporate the trees;
- Overdevelopment and excessive height and enclosure/ impact on character of Lower Ashley Road and residential amenity of existing residents. A two-storey building would be preferable;
- Lack of parking spaces:
 - o Combined with other local development/ commuter parking and lack of public transport).
 - o The Brooks site was required to provide one parking space on-site per dwelling.

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- The argument that those in affordable housing schemes cannot afford cars is untrue.
- The existing parking congestion leads to highway safety issues for motorists, pedestrians and emergency vehicles;
- There is no residents parking zone in this location to restrict parking;
- Impact on congestion;
- Impact on residential amenity: overshadowing, loss of light to rooms and gardens, loss of privacy to existing residents (Gordon Road) and accuracy of modelling. Conflict with residents 'Right to Light' and impact on re-sale value *;
- Wellbeing of future residents (pollution);
- Failure to acknowledge significant risk of flooding
- Construction operation impact on traffic/ noise;*

*Note- Issues of 'right to light', impact on re-sale value and construction traffic/ noise are not planning considerations.

Montpelier Conservation Group object to the application- see full comment below.

Bristol Civic Society object to the application- see full comment below.

Bristol Tree Forum object to the application- see full comment below.

Support

- Objection to student housing, support for affordable homes;
- Proposal is in line with scale of other development in the area;

General Representations

- Bristol Tree Forum wishes to know the details for commenting on the application *** Check-further response received directly?

Montpelier Conservation Group objection (on initial proposal- 9 July 2019):

"We write with our objections to the above application, which is for "Construction of a 4-storey block of flats to provide 31 units of residential accommodation including affordable housing, cycle parking, refuse storage and amenity space".

- *This site is currently occupied by an unused single-storey office building.*
- *We would welcome an appropriate redevelopment of the site, but we object to this proposal, as we also objected to a number of past applications for this site.*
- *There is an existing planning consent for student accommodation on the site (15/05530/P & 18/05532/M). The succession of planning applications that led to this consent (05/04471/F – refused; 06/04740/P – granted but lapsed; 15/00863/P – withdrawn) serve to demonstrate what is an appropriate form and scale for any new building on this site.*
- *These applications progressed from overscale monolithic blocks to a development which*

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echoed the form and scale of the terraced buildings which previously occupied the site. This not only respects the existing streetscape but also allows a high density of occupation without overbearing the smaller scale residential streets to the north of the site.

- *The building currently proposed would be of inappropriate design and excessive scale and massing. It would be dominant and overbearing not only on Lower Ashley Road but also to the residential streets to the north of the site.*
- *It would stand alone on Lower Ashley Road, and would not relate to its context in scale, form or appearance.*
- *The horizontal emphasis of the facade would not be disguised by the stone panels on the upper floors, and would conflict with the vertical rhythms of the street.*
- *The proposed building would occupy almost all of the site, and the large footprint is carried up through the four storeys, creating an overbearing massing and offering virtually no private or communal amenity space.*
- *The applicants claim that their proposal is informed by the case officer's comments on a Pre-Application submission. These comments included:*

“A high quality scheme that takes into account the local context and which makes a positive contribution to local distinctiveness is required. Unfortunately the current proposal falls short in design terms in this respect. The scheme is larger than the extant permission and this raises serious concerns in terms of design and residential amenity that would need to be addressed. However, officers are of the view that these matters can be addressed through further discussion.
- *Of particular concern is the loss of the existing trees on site, albeit previously permitted, and officers would wish to explore whether options exist to now facilitate their retention given their high value to the street scene and local area.”*
- *As we have shown above, the full planning application does not meet these key Pre-Application concerns.*
- *We recognise that both previous and current planning consents allow for the removal of the street trees. We have objected to this aspect of each of the past applications and maintain our stance now. We deplore the recent attempt to remove the trees, particularly as it was carried out under an application that is clearly not going to be otherwise progressed.*
- *Lower Ashley Road is a very busy route for traffic travelling between the north and west of the city and the M32 and Easton Way. There are high levels of traffic pollution and noise. Any development of this site must take this into account. At present the street trees in front of the site mitigate these problems and their loss would be damaging to the health and amenity of existing residents. We do not agree that these trees are inappropriate, rather they contribute positively to the present character of this part of Lower Ashley Road.*
- *Planting replacement trees elsewhere, even nearby, would not restore the beneficial effects the trees provide in their current position and we object to their proposed removal.*
- *The public benefit of the trees indicates that a development in the form of the currently consented scheme but set a little further back in the site would not create significant additional harm and would allow the trees to be retained.*

We object to this application and ask for it to be refused.”

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“Bristol Civic Society acknowledges with appreciation the opportunity the applicants gave it to comment on pre-application drawings. We submitted a number of concerns to the applicants and those concerns remain. The Society does not support this proposal for the reasons stated below.

The Society wishes to see this site redeveloped and would support residential development. We are also supportive of the Council's drive to increase the supply of affordable housing in Bristol and the policies it has adopted to implement this. However, we do have a number of concerns about this initial proposal.

The site lies just outside the Montpelier Conservation Area. It forms part of an extensive, dense housing development of the second half of the 19th Century. Local buildings and materials should inform the design if the development is to contribute positively to the area's character and to reinforce local distinctiveness.

The Lower Ashley Road elevation is divided into two large blocks which do not accommodate the fall in the contour to the east. The Society suggests it would improve the articulation of the elevation if the vertical divisions were smaller to reflect the original plot sizes. Smaller divisions would complement the plot composition of the nearby traditional properties to reinforce the area's distinctiveness. There is an awkward step-down to the house on the opposite side of Conduit Street.

The fenestration is developed horizontally. The Lower Ashley Road elevation should be informed by the abundant local vernacular which has a vertical emphasis.

The Society suggests that it would improve the design if the ground floor flats front doors opened onto the pavement. The modification would reflect the composition of the traditional properties on the south side of Lower Ashley Road and improve passive surveillance. This modification could not be wholly achieved with your present proposal because part of the Lower Ashley Road elevation and the return Gordon Road elevation are the blank walls of a car park screen.

The Society recognises the attempt to articulate the roof line but the proposal does not respond to its architectural context. The Society would welcome an architectural feature that incorporates photo-voltaic panels to signal the development's energy sustainable ambition and to add interest to the roofscape.

There is only a small amount of amenity space shown for a development of 28 flats. In the absence of this, we would like to see the provision of more balconies or, at least Juliet balconies, to provide residents with some access to the open air.

There are a number of mature trees on the site and we trust the Council will ensure their protection or suitable replacement.

In conclusion, the proposal would be harmful to the street scene and would produce a living environment for future residents with sparse amenity space internally or externally.”

Bristol Tree Forum objection- 23 July 2019

Bristol Tree Forum opposes this planning application as the trees concerned are protected by Tree Preservation Orders (a fact not mentioned by the developer) and the site could be developed with the trees still present. We have valued the trees at £244,919.

Local residents are strongly opposed to the removal of the trees as they offer a pleasing relief to an otherwise highly developed and much-used urban space, and mitigate against the heavy pollution along this road. In addition, the Council and the Mayor (via the One City Plan) have endorsed a

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commitment to doubling Bristol's tree canopy by 2046. Cutting down large trees such as these is no way to achieve that policy aim. Also, the government's 25-year environment plan requires developers to demonstrate planning gain – especially environmental gain. Removing these trees and planting just two (as is proposed) in their place cannot achieve this.

A pending planning application (18/06646/F) has been made for relating to the immediately adjacent property at Nos. 17-29 Lower Ashley Road for a very similar building to the one applied for in this application. This should be taken into account when considering this application. [NB Officer note-application 18/06646/F has now approved].

*In addition, we have several comments to make on the "Arboricultural Statement, Revised July 2019" (the Report). Beyond some new introductory text which does not appear to have been written by an arboriculturalist, the report itself has not been substantially revised from that used in the previous Planning Application, **15/05530/P** made in July and August 2015 and revised in January 2016. The Report is out-of-date, no longer valid, and has errors and omissions as detailed below:*

- 1. The Report fails to mention that the trees in question are protected with Tree Preservation Orders (TPO number 941).*
- 2. The Report is out of date and no longer valid. Section 4.3 states that "the condition survey and any recommendations given are valid for a period not exceeding one calendar year from the date of issue of this report". The report is dated 20 January 2016. We understand that in the light of recent events, the developer was asked to provide a new arboricultural report in line with the material in the new planning application. This has not been done.*
- 3. The Report fails to mention that three trees have been hacked to various degrees in July 2019 by operatives with no professional expertise and no concerns for Health and Safety*
- 4. The Indian bean trees on the neighbouring site no longer exist, having been cut down some time last year following the refusal of Planning Application **17/01898/F** made in respect of the adjacent property at Nos. 17-29 Lower Ashley Road. This is not mentioned. Instead the Report recommends that their "crowns will require some cutting back".*
- 5. We do not believe that the supposed problems with canopy cover and loss of light into the new building are insurmountable. A quick walk along many residential roads in Bristol will show many trees in close proximity to buildings where they enhance the houses as they would do here.*
- 6. In addition, it would be possible to design foundations (e.g. screw pile foundations) which would allow the building to be constructed without interfering with the root system of these trees.*
- 7. The report does not include measurements of the trees save for giving a range of between 375 to 540 cm for the five Maples. In any event, these measurements, taken more than three years ago, are now incorrect. In July 2019 we measured the DBH of the trees and calculated the **BTRS** replacement trees that would be required as 21, not the 19 advised in the report.*
- 8. The Report contains a generalised tree bibliography, but it is not clear whether the author has referred to any of the items in the bibliography when writing the report.*
- 9. We have valued the trees using **CAVAT** (Community Asset Valuation of Amenity Trees – full method) at a total of £244,919, so these trees have substantial amenity value which will not be replaced for many years, even if the 21 BTRS replacements are ever planted. If these replacement trees are valued then, using the same CAVAT criteria used for the current trees, they would be worth just £11,197 when planted, a loss of £233,722 of the current amenity value, a useful proxy for calculating planning gain.*

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*These are our BTRS and CAVAT calculations.
Bristol Tree Forum
23 July 2019*

COUNCILLOR REFERRAL

The application has been referred to Committee by Ward Member Councillor Davies in the event that the proposal is recommended for refusal by officers on the grounds that the proposed development will provide affordable homes that are much needed in this area and that the scheme has their full support. Date- 22 May 2019.

OTHER COMMENTS

The Affordable Housing Delivery Team has commented in support of the application. Refer to Key Issue (C) for detail.

The City Design Group does not object to the application- see Key Issue (F) for full discussion.

Transport Development Management object to the proposal on the grounds of lack of parking- see Key Issue (E) for further details.

Bristol Waste has commented on the application- see Key Issue (E) for detail.

The Air Quality Management Team objects to the application. Key Issue (J) refers in detail.

The Flood Risk Management Team has commented on drainage matters and seeks a Sustainable Drainage Strategy. This can be conditioned.

The Environment Agency has objected to the application- see Key Issue (D) for details.

The Arboriculture Officer has commented as follows – the ‘potential for future street tree planting’ shown on the Proposed Landscape Plan is queried as this cannot be guaranteed and should be omitted from the plans. Further details are required of the raised planting on Conduit Road, which should take place in the soil rather than raised planters to maximise survival. Tree planting should take place within the landscaped strip shown within the proposed site along Lower Ashley Road- an example of a small tree species with a very narrow form that can be managed away from the building and the pavement has been suggested. See Key Issue (A) for full tree considerations.

The Sustainable City Team has raised a number of questions/ concerns regarding the submitted Energy Statement. See Key Issue (H) for detail.

Contaminated Land (Public Protection) Officer does not object to the proposals subject to conditions. Key Issue (J) refers.

Police Crime Reduction Officer does not object to the proposal subject to conditions. See Key Issue (F) for details.

Avon Fire and Rescue Service were consulted on 23rd May 2019. No response has been received.

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EQUALITIES ASSESSMENT

During the determination of this application due regard has been given to the impact of this scheme in relation to the Equalities Act 2010 in terms of its impact upon key equalities protected characteristics. These characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Overall, it is considered that the approval of this application would not have any significant adverse impact upon different groups or implications for the Equalities Act 2010. In this case the design and access to the development have been assessed with particular regard to disability, age and pregnancy and maternity issues.

RELEVANT POLICIES

National Planning Policy Framework – February 2019

Bristol Local Plan comprising Core Strategy (Adopted June 2011), Site Allocations and Development Management Policies (Adopted July 2014) and (as appropriate) the Bristol Central Area Plan (Adopted March 2015) and (as appropriate) the Old Market Quarter Neighbourhood Development Plan 2016 and Lawrence Weston Neighbourhood Development Plan 2017 and the Hengrove and Whitchurch Park Neighbourhood Development Plan 2019.

In determining this application, the Local Planning Authority has had regard to all relevant policies of the Bristol Local Plan and relevant guidance.

KEY ISSUES

(A) ARBORICULTURE/ TREE CONSIDERATIONS

This matter is addressed first within the report on the basis of the significant local objection received to the loss of the trees on the site for the reasons set out above- see 'Response to Publicity and Consultation'. An objection from the Bristol Tree Forum has also been received- see full comment above.

An objection has been received that the application details state that there are no trees (and therefore tree removals proposed) on the site and that this is misleading. The Bristol Tree Forum (BTF) objection states that the submitted Arboricultural Statement, Revised July 2019 has not been substantially revised from that used in planning application 15/05530/P made in July 2015/ revised January 2016. The report is out-of-date, no longer valid, and has errors and omissions as set out in full in the BTF objection and summarised here. The report:-

- Fails to mention the Tree Preservation Order;
- Is out-of-date;
- Fails to mention works to/ removal of trees on the site;
- Omits that the Indian bean trees on the neighbouring site no longer exist, having been cut down some time last year.
- The supposed problems with canopy cover and loss of light into the new building are not insurmountable. It would be possible to design foundations (e.g. screw pile foundations) which would allow the building to be constructed without interfering with the root system of these trees.
- The report does not include measurements of the trees save for giving a range of between 375 to 540 cm for the five Maples. In any event, these measurements, taken more than three years ago, are now incorrect. In July 2019 we measured the DBH of the trees and calculated the **BTRS** replacement trees that would be required as 21, not the 19 advised in the report.
- We have valued the trees using **CAVAT** (Community Asset Valuation of Amenity Trees – full

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method) at a total of £244,919, so these trees have substantial amenity value which will not be replaced for many years, even if the 21 BTRS replacements are ever planted.

A review of the submitted documents indicates that the application form is incorrect as it states that the proposal does not involve tree removal. Officers are satisfied that despite the error on the application form, that the remainder of the application information covers this matter and that this has not prejudiced the ability of third parties to comment on the application. The Design and Access Statement and Arboriculture Statement reference the trees, the Tree Preservation Order and existing permission for their removal.

While the BTF objection is noted; given that permission has already been granted for the removal of the trees, these matters are not material to the application. A financial contribution for the replacement of the trees has already been paid (and partly allocated for expenditure) in relation to application 15/05330/P and it would not be reasonable to seek a further contribution for this again. That the Indian bean trees have already been removed has been taken into account in the consideration of the application.

Land ownership

Although land ownership is not a planning consideration, for background information it can be advised that a dispute was raised by third parties regarding the ownership of the land on which the 5 maple trees stand/ stood, arguing that the trees were on Council land and not on the land owner's. However, the Council has reviewed the land ownership query and concluded that the trees are not within its ownership.

Extant planning permission

Extant planning permission exists (18/05532/M-Reserved Matters and 15/05530/P- Outline consent) for the demolition of the existing building on the site and redevelopment for student accommodation, including the removal of all 5 existing trees along the site frontage. This was subject to a financial planning contribution to compensate for and provide replacement trees planting within the vicinity of the site, which has been paid and already partly allocated for expenditure on replacement planting within Bristol City Council land within 1 mile of the site.

The Local Planning Authority (LPA) agreed with the land owner that they not remove any trees pending the determination of the current application as acknowledgement of the sensitivity of the matter. Although tree removal was undertaken of 2 of the trees contrary to that agreement, the removal of the trees was carried out in accordance with the extant planning permission.

The extant permission is a material planning consideration and can be implemented at the current time without a requirement for further planning permission.

Changes in policy/circumstances

The fact that extant permission exists for the removal of the trees is a material consideration in the determination of the current application. A different decision to that taken in respect of the extant permission could only be justified on the current application if it is demonstrated that there has been a change in circumstances or policy since the time of that decision.

Officers do not consider that circumstances (e.g. pertaining to the site specifics) have changed.

In terms of policy/ legislation/ guidance, the National Planning Policy Framework (NPPF) was updated in 2019 and the National Planning Practice Guidance (PPG) is updated on an ongoing basis. The updated NPPF continues to highlight that planning decisions should take account of the value of existing trees, minimise impacts on and provide net gains for biodiversity and helping to improve local

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environmental conditions such as air quality. The PPG recognises the value of green infrastructure (including trees) in promoting healthy communities and well-being.

The Bristol Core Strategy was adopted in 2011 and the Site Allocation and Development Management Policies in 2014 and therefore local planning policy remains the same as at the determination of the extant permission in 2016 (15/05530/P).

Policy BCS9 of the Bristol Core Strategy states that individual green assets [including trees] should be retained wherever possible and integrated into new development. Loss of green infrastructure will only be acceptable where it is allowed for as part of an adopted Development Plan Document or is necessary, on balance, to achieve the policy aims of the Core Strategy. Appropriate mitigation of the lost green infrastructure assets will be required. Development should incorporate new and/ or enhanced green infrastructure of an appropriate type/ standard and size.

Policies DM15 and DM17 of the Site Allocations and Development Management Policies Document (SADMP) support this objective and Policy DM17 sets out the standard for compensatory tree planting where tree loss is essential to allow for appropriate development.

Bristol has declared a climate and ecological emergency in recent months, as well as other measures such as a Clean Air Zone for parts of the city. The 'One Tree per Child' scheme has existed for some time prior to the grant of the extant outline permission.

In summary, it is the view of your officers that the policy changes have not been so significant as to justify a different decision being taken as to the retention of the trees, although it is for Members to determine the weight to be given to such policies in considering the balance of planning issues and in light of the climate/ ecological declaration.

However, that the extant permission can be implemented is a material consideration that must also be weighed in the balance, as well as any other planning benefits that the current scheme may offer compared to the extant permission (and 'fall-back' position).

Tree retention/ replanting

At the pre-application stage, even taking into account the extant permission, officers sought for the applicant to consider the retention of the trees within the site and that the scheme be designed around the trees.

The applicant advised that pursuing this option would lead to a reduction of the amount of accommodation achieved on this tightly constrained site and would threaten scheme viability and therefore delivery. Given that the scheme offers a policy compliant level of affordable housing, the application has not been the subject of viability assessment; scheme viability has not been tested. Taking into account the many other site constraints to be accommodated by a redevelopment scheme and space available, officers consider that it is reasonable to expect that this would be the case.

Officers concluded that continuing to seek retention of the trees would be unreasonable given the extant permission and that a scheme involving replacement tree planting should be pursued.

In terms of replanting, three trees are proposed to be planted on Conduit Road within the application site. The Arboriculture Officer has advised that prior discussions have revealed that planting street trees within the pavement outside the site isn't likely to be possible due to space constraints and visibility considerations relating to the highway crossing. However, replanting very small and fastigate species of trees (with a columnar form) within the set-back space at the western end of the site may be possible with the implementation of specially-designed tree pits and should be explored. A condition to seek further consideration of this option is recommended, should Members be minded to grant permission. Further conditions relating to securing the proposed Landscape plan and tree

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maintenance would be sought.

(B) LOSS OF EMPLOYMENT LAND

The application property was last in use for employment use, with a floor area of 260sqm.

Bristol Local Plan Policies BCS8 and DM12 require the retention of employment land where it makes a valuable contribution to the economy and employment opportunities, unless it can be demonstrated that at least one of the specified criteria is met. In this case, the most relevant is if there is any demand for employment use on the site.

Loss of some employment land from this site was established under the extant outline/ reserved matters permission (18/05532/M and 15/05530/P), which resulted in a reduction in employment land space on the site from 260sqm to 183sqm of floorspace in the form of two ground floor level commercial units.

The current proposal would result in the full loss of employment floorspace from the site. The submitted Economic and Marketing Statement for the application sets out that the site has been vacant for many years and that the fact that previous permissions have not been taken forward demonstrates a lack of interest in a mixed-use proposal. No recent marketing evidence has been submitted with the application. It argues that the proposal for affordable and market housing would contribute to meeting the city's identified housing need.

Despite the lack of marketing evidence presented, taking into account all considerations, including period of vacancy, location and nature of the site, previous planning history and the proposed policy-compliant affordable housing provision; it is the view of officers that the loss of employment land would be acceptable.

The site is within a predominantly residential area and therefore a wholly residential use would be acceptable within this context. It is also within an accessible location within the Ashley Road/ Grosvenor Road local centre and along access routes into the city centre.

(C) HOUSING AND AFFORDABLE HOUSING PROVISION OBJECTIVES

The proposal would provide residential accommodation on a brownfield site in need of regeneration and would meet policy objectives to make more efficient use of land in a location close to an existing centre (the city centre). As a windfall site, it would provide housing over include policy compliant affordable housing provision.

Policy

Section 5 of the NPPF (2019) reflects the need to significantly boost the supply of housing and to deliver a wide choice of high quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities.

Policy BCS17 seeks provision of 40% affordable housing within Inner East Bristol and states that residential developments should provide a mix of affordable housing units and contribute to the creation of mixed, balanced and inclusive communities. The tenure, size and type of affordable units will reflect identified needs, site suitability and economic viability.

Policy BSC18 of the adopted Core Strategy reflects this guidance and states that "all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities", with reference to the

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evidence provided by the Strategic Housing Market Assessment. It also notes that 'developments should contribute to a mix of housing types and avoid excessive concentrations of one particular type'. The policy wording states that development 'should aim to' contribute to the diversity of housing in the local area and help to redress any housing imbalance that exists.

Bristol comprises a diverse range of residential neighbourhoods with significant variations in housing type, tenure, size, character and quality. A wide range of factors influence the housing needs and demands of neighbourhoods. Such factors include demographic trends, housing supply, economic conditions and market operation. The inter-relationship between these and other factors is often complex and dynamic. In the circumstances, housing requirements will differ greatly across the city and will be subject to change over time. With this in mind an overly prescriptive approach to housing mix would not be appropriate. However, it has been possible to identify broad housing issues that are applicable to many neighbourhoods.

Analysis of the city's general housing needs and demands has identified a number of indicative requirements for each of 6 city zones. The zones reflect sub-market areas used in the Strategic Housing Market Assessment (SHMA). The intention is to provide a strategic steer for all sizes of residential scheme within each zone. A local area-based assessment is required to assess the development's contribution to housing mix as a smaller scale will not provide a proper understanding of the mix of that area; a larger scale may conceal localised housing imbalances. As a guide the neighbourhood is defined as an area equivalent to the size of a Census Lower Level Super Output Area (average of 1,500 residents).

Census Analysis

The application site is located within the St Agnes LSOA within Ashley Ward. A picture of the proportion of different residential accommodation types in the LSOA can be obtained by assessing the 2011 Census data. The St Agnes (LSOA) has a proportion of flats to houses at 22% flats and 60% houses, whereas in Ashley Ward the proportion is 51% flats and 49% houses.

Overall, the above census data would lead to the conclusion that in this instance, there is an imbalance between flats and houses within the LSOA and that there is more of a need for flatted accommodation. The proportion of 1 and 2-bedroom dwellings for the LSOA (67%) is higher than the city and national figure (45%) and the proportion of larger units (3-bedroom and above) is generally lower (33%). The statistics for gross dwelling completions 2006-2015 (excluding conversions) shows that 85% of completions were flats, with 53% of all completions being 2-bedroom dwellings, 30% 1-bedroom dwellings and the remainder 3-bedroom or over. No affordable dwellings were completed within that period.

The proportion of owner occupied, social rented and private rented accommodation is fairly evenly split within the LSOA and Ashley ward compared to the city and England & Wales statistics, showing a lower rate of home ownership.

The proposal to construct a building containing 28 flats is therefore considered acceptable in relation to the creation of a mixed and balanced community in this instance. However this is subject to the development achieving acceptable standard in terms of the living accommodation provided and overall design. These matters are set out below.

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2011 CENSUS STATISTICS (%)				
	ST AGNES	ASHLEY	CITY	ENGLAND & WALES
Houses	60	49	66	78
Flats etc.	22	51	34	22
Owned	32	39	55	64
Social rent	35	26	20	18
Private rent	32	34	24	17
1bed	28	28	17	12
2bed	39	32	28	28
3bed	24	21	41	42
4 bed	7	12	10	14
5 + bed	2	7	5	5

Housing Mix

Policy BCS18 states that all new residential development should maintain, provide or contribute to a mix of housing tenures, types and sizes to help support the creation of mixed, balanced and inclusive communities. BCS18 states that residential development should provide sufficient space for everyday activities and to enable the flexibility and adaptability by meeting appropriate space standards.

The proposed housing mix (dwelling size is as follows): 14 x 1-bed, 14 x 2-bed flats.
40% affordable housing with the potential to increase to 100% affordable housing through grant.

The Housing Delivery Team (HDT) has commented that in their view, the proposed mix can be accommodated in this area with significantly altering the overall mix of housing in the Ashley Ward, although in the St Pauls area, as in Supplementary Planning Document (SPD) 10, there is a greater demand for more family type housing. They go on to highlight that there are currently approximately 12,000 households registered on Home Choice Bristol lettings system currently reflecting a high demand for smaller accommodation, as demonstrated by the bids placed on such smaller properties.

The HDT states that the scheme provides no family-sized accommodation and could be mono-tenure towards Social Housing would be in conflict with the objectives of the St Pauls SPD10. However, it must be noted that approval was given previously for a high-rise student accommodation to be constructed on this site. As well as the unsuitableness of this site for family accommodation, the financial viability of developing this site for residential development is predicated on a flatted scheme with an optimum number of flats.

The HDT outlines that landlords will be required to agree a lettings plans with the 'Home Choice Bristol Team' in order to seek to create a mixed and balanced community through the allocation process. Full details are set out within the HDT's full comments, available online.

Summary

Officers are of the view that the proposed scheme provides an appropriate mix of housing subject to planning obligations and conditions to secure the details.

The full details of the affordable housing provision should be secured through a legal agreement and conditions should Members be minded to approve the application.

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Core Strategy Policy BCS16 states that development will be expected to be resilient to flooding through design and layout, and incorporate mitigation measures including on-site defence works as appropriate to ensure that development remains safe from flooding over its lifetime.

The Local Plan Review- Annex- Draft Development Allocations (*Consultation March 2019* version) sets out a draft allocation for this site and the adjacent site (Ref. BDA0102 – 17- 47 Lower Ashley Road). This is currently being reviewed following consultation. In respect of flood risk, the draft allocation states that development on the site should “Be supported by a site-specific flood risk assessment and a drainage strategy, which will be expected to prioritise sustainable drainage systems and ensure no increased flood risk, as the site is subject to flood risk and surface water drainage issues.” The Environment Agency (EA) commented on the allocation that as part of the site falls within Flood Zone 2, that the sequential layout of the site needs to be carefully considered with ‘More Vulnerable’ uses in Flood Zone 1 or located on upper floors.”

The Environment Agency (EA) would not normally be consulted on this scheme based on the current flood risk- the site is within Flood Zone 2 (Medium probability of flooding 0.1% to 1.0% per year) due to the proximity to the River Frome 250m to the southeast of the site. The proposed residential use is ‘more vulnerable’ under the national classification system. However, during the course of the application, new data became available which shows an increased flood risk on the site in the future. The latest emerging SFRA maps/ data show the site to be within Flood Zone 3 in 2080 and 2120.

Environment Agency (EA) response

In the absence of an acceptable Flood Risk Assessment (FRA), the EA objects to this application and recommends that planning permission is refused.

The submitted FRA does not comply with the requirements for site-specific flood risk assessments, as set out in paragraphs 30 to 32 of the Flood Risk and Coastal Change section of the planning practice guidance. The FRA does not therefore adequately assess the flood risks posed by the development. In particular, the FRA fails to:

- Take the predicted impacts of climate change into account over the lifetime of the development (100 years for residential uses);
- Consider the requirement for flood emergency planning including flood warning and evacuation of people for a range of flooding events up to and including the extreme event;
- Consider how a range of flooding events (including extreme events) will affect people and property;
- Address the Sequential Test (reasonably available sites at lower flood risk i.e. Flood Zone 1).

It is for the local planning authority to determine if the sequential test has to be applied and whether or not there are other sites available at lower flood risk.

Sequential Test

The EA’s Local Flood Risk Standing Advice (LFRSA) for the area states that the Local Planning Authority must apply the Sequential Test to applications within this category.

The National Planning Practice Guidance (NPPG) sets out that the sequential, risk-based approach to development is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk. The aim should be to keep development out of medium and high flood risk areas (Flood Zones 2 and 3) and other areas affected by other sources of flooding where possible.

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The Council's Flood Risk Sequential Test Practice Note states that for sites where the Council is satisfied that the existing use is no longer viable and a conversion to alternative use is necessary to bring it back into use, the Council will consider the regeneration benefits of bringing it back into use versus the implications of remaining vacant. If the Council is satisfied that the benefits that would arise from bringing the building back into use cannot be provided by development on an alternative site, then the search area for the Sequential Test can be the application site alone and the Sequential Test thereby passed.

The Practice Note goes on to state that the replacement of an existing building with a new, suitably flood-resilient design is likely to be preferable to the conversion of an existing building if the exposure of people and property is to be minimized. In such cases, the sequential test search area can be limited to the application site and the sequential test passed... In some cases, it will not be possible to bring the building back into use without some increase in floorspace, such as through the provision of additional floors or some degree of extension. In such cases, the search area for the Sequential Test may still be the site alone, but the proposed additional floorspace should not be significantly more than is required for a deliverable scheme.

In this case, it is possible that the existing building could be converted from the existing office use to residential use through the government's prior approval process. While it is noted that the proposal is for additional accommodation compared to the existing use, the site already benefits from extant planning permission (15/05530/P) for residential use of increased intensity.

The site was subject to the Sequential Test in relation to extant permission 15/05330/P. The current application does not include a Sequential Test assessment but is accompanied by a Flood Risk Assessment (FRA). Officers consider this approach to be appropriate to the site given that there are clear regeneration benefits through the redevelopment of this site, including providing additional floorspace, with a more flood-resilient design. This would mean that the sequential test could be limited to the site alone and considered passed. This is provided that the matters raised by the EA in terms of the FRA are addressed. A detailed sustainable drainage strategy (SUDS) would also be sought via condition (underground storage tanks and permeable paving are proposed, but require further justification).

In summary, the scheme is not considered acceptable without the provision of an updated FRA to address the Environment Agency's concerns, however this information could be provided following the committee meeting should Members be minded to recommend approval otherwise.

(E) TRANSPORT, MOVEMENT AND HIGHWAY SAFETY

Policy BCS10 of the Bristol Core Strategy states that proposals should minimise the need to travel, especially by private car, and maximise opportunities for the use of walking, cycling and public transport and sets out a user hierarchy for transport priorities with pedestrians then cyclists at the top.

Policy DM23 of the Site Allocations and Development Management Policies Document (SADMP) highlights that development should not give rise to unacceptable traffic conditions and will be expected to provide safe access to the highway network, access to public transport, improvements to overcome unsatisfactory conditions, enhanced pedestrian and cycle network- it also sets out parking standards (these are maximum standards for car parking).

Transport and parking

The proposal is for 28 flats with two parking spaces provided, one of which would be disabled parking provision. Access would be via the existing access on Gordon Road.

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The site is within proximity of the city centre, approximately a 25 minute walk to the Old City or 10 minute bicycle trip. The nearest railway station is Stapleton Road, approximately a 10-15 minute walk away, which is on the route to Bristol Temple Meads Station with connections beyond. The nearest bus stop a few minutes' walk away on Ashley Road, serves the no. 5 bus route, with a service running every 30 minutes. Stapleton Road is better served by more frequent bus services and is a 10-15 minute walk away. In summary, although bus services close to the site are not as frequent as other parts of the city centre, overall this would be considered to be a sustainable location, where residents could be expected to live without the need for a car. There are car club vehicles available nearby on Conduit Place and at 138 Lower Ashley Road.

Trip data indicates that the proposal would result in an increase in the number of trips compared to the existing office use, of which 40% would be by car, 40% on foot and 20% by public transport (based on travel to work data in Ashley ward from the 2011 census). The applicant argues that the number of two-way cycle trips is likely to increase for the site due to the provision of cycle parking, and the location in relation to Concorde Way and Frome Greenway cycle links.

The site is not within a Residents Parking Scheme (RPS) area but lies immediately to the north of the St Pauls RPS (the boundary of which runs along Lower Ashley Road). The surrounding area outside the RPS therefore experiences significant parking pressure due to overflow parking and due to commuter parking as well as residential parking. The area is densely developed with residential dwellings and much of the housing stock is terraced housing without off-street car parking, all of which contributes to the parking demand. The majority of the public comments received to the application highlight the issues around parking pressure in the area and the difficulties that existing residents experience in parking.

Due to the site being outside of the RPS, there would be no means of preventing future residents from owning a car (i.e. through restricting future residents from obtaining residents' parking permits), though it could be advised that were a future RPS to be implemented in the area, that residents not be eligible for parking permits.

According to the Transport Development Management Team (TDM), car ownership data per household indicates that up to 25 vehicles could be generated by residents of the development. This is likely to therefore mean an impact on the amenity of existing residents through increased parking pressure.

A parking survey has been submitted with the application; however it is only a basic level survey and lacks detail regarding the methodology used. The Transport Development Management Team (TDM) has raised objections to the methodology used. It would not be possible to carry out further parking surveys at the current time due to the Covid-19 situation, and it could be some time in the future before it would be possible to do so again.

Transport Development Management object to the application on the basis that, based on their knowledge of the area, it is unlikely that there would be sufficient on-street parking spaces available to accommodate the parking requirements of this development, which would lead to an impact on the amenity of local residents and highway safety of surrounding streets through unsafe parking.

An extant scheme for student accommodation exists for the site (with zero parking provision). TDM consider the extant permission to be materially different than the current proposal given that students tend to own fewer cars than other residents. Nonetheless, this consent is a material consideration.

Other points to consider are that the site itself is of a limited size and a constrained shape/ layout. Provision of more parking on the site would require either a substantially reduced building footprint or parking to be provided at the ground floor level. This may impact on scheme viability and ultimately delivery of a redevelopment scheme.

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Community consultation was carried out in early 2019 on a scheme comprising 28 flats in a 4-storey block, with 10 parking spaces (see Community Involvement Statement for details). This scheme had a significantly larger building footprint/ extent than the proposed scheme and no outside amenity space.

Pre-application enquiry 18/04955/PREAPP (November 2018) was for a scheme of 28 units within a 4-storey block incorporating 12 off-street parking spaces. Responses to this pre-application scheme received from St Pauls Planning Group stated that the proposed parking was considered to be excessive for this sustainable location. The Bristol Civic Society commented that the provision of car parking spaces in this city centre location appeared to be over-generous and that they would support a car-free development in this location.

Through application discussions, options were considered for including parking onsite but this raised various issues relating to access, highway safety, urban design and provision of external amenity space. Officers consider that the site is highly constrained in order to accommodate parking. Basement parking for a scheme of this scale is deemed highly unlikely to be viable as costs are known to be significant. The flood risk on the site would also render that option problematic.

Other considerations include whether redevelopment for alternative use, e.g. office would mean less demand for additional parking. Any commercial redevelopment would likely require an increase in floor area in order to be considered worthwhile and to meet local planning policy regarding the efficient use of land, and this may increase parking demand compared with the existing situation (though possibly still less than a residential proposal). In addition, it has already been established that there is a question of demand for such a use in this location, meaning that such an option is unlikely to be viable.

Balanced against these concerns, the proposal offers substantial public benefits in terms of the regeneration of the site in what is deemed to be a sustainable location, improvement of the urban design of the area (albeit noting significant objection to the loss of trees) and the provision of much needed affordable housing and additional housing generally as a contribution to citywide housing need. Disabled parking provision requirements are met.

Parking summary/ conclusion: - It is the view of officers that the site is within a sustainable location where low-car/ car-free development on this site would be appropriate, subject to a Travel Plan to encourage the use of more sustainable modes of transport than private vehicle.

Highway safety

Transport Development Management has raised no objections on the grounds of highway safety.

The proposed parking spaces would involve vehicles exiting the site across the public footpath and cycle route, however officers are satisfied that the design and layout has taken account of visibility for drivers and that as vehicle and pedestrian/ cycle speeds would be low that this should not pose a highway safety risk.

Servicing is proposed to take place from Gordon Road. The doors to the refuse/ recycling store is proposed within an acceptable distance from the highway. Concerns raised by residents regarding additional noise and disruption due to servicing from this point are noted. However, this is the existing point of servicing for properties on Gordon Road and while servicing would increase, this would not be considered to be unacceptably detrimental to residential amenity, particularly given the frequency. In addition, servicing along Lower Ashley Road would mean either holding up the flow of traffic which would be wholly unacceptable on this busy road, or the creation of a loading bay resulting in the loss of parking spaces. Given the parking pressure and infrequency of use of such a servicing bay (meaning it would remain empty a large proportion of the time), this option would not be deemed the optimal solution.

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Cycle parking storage is proposed within the basement, with lift access. While it is proposed in the form of tiered stands rather than Sheffield stands, as preferred, refusal would not be recommended on this basis when weighed against the other scheme benefits.

Other matters

The application proposes the adoption of a strip of the site along its western boundary to contribute to the widening of the footpath/ cycle link to Gordon Road. This route should be resurfaced and new lighting and suitable bollards provided to be delivered via Section 278 Agreement. The footway to Lower Ashley Road should be resurfaced; along with the footway on Conduit Road during development should permission be granted.

Double yellow lines and waiting restrictions are required around the end of the turning head adjacent to the site on Gordon Road to ensure access to the proposed parking bays and servicing access; this will require an amendment to the existing Traffic Regulation Order (TRO) for the area. The cost of the TRO would be £5,724 to be sought through Section 106 agreement as well as the separate cost for lining.

A Construction Management Plan and Highway Condition Survey would also be sought via condition.

(F) URBAN DESIGN

Policy BCS21 of the Bristol Core Strategy states that development should deliver high quality urban design, and sets out the ways in which development should achieve this.

Policies DM26, DM27, DM28 and DM29 of the Bristol Local Plan- Site Allocations and Development Management Policies document (SADMP) apply and set out more detailed design criteria by which developments will be judged. The key principles being that the design of development will be expected to contribute towards local character and distinctiveness and result in the creation of quality urban design, making efficient use of land and resulting in healthy, safe and sustainable places. The Urban Living Supplementary Planning Document (SPD) sets out further considerations for major scale development in the urban context.

Objections have been received to the application including on design grounds from the Montpelier Conservation Group and Bristol Civic Society- please see 'Response to Publicity and Consultation' section for full comments.

City Design Group comment

The Council's City Design Group is satisfied that the urban design matters raised in terms of the original submission have been addressed. Further improvements could be made in terms of securing tree planting along the Lower Ashley Road frontage and also improving the aspect/ daylight/ ventilation/ access to outside space to ground and first floor units through removing the enclosed corridor on the north (rear) elevation. There should be no requirement for this corridor to be enclosed at ground and first floor levels (in terms of Building Regulations) and opening it up would offer benefits in terms of the amenity of future residents, without resulting in privacy issues to neighbouring residents.

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The existing building and site overall have a harmful impact on local character given the nature of the office building and modern construction. The proposal has been designed to respect the building lines and scale of existing historic development surrounding the site, as well as the local grain of development. It responds to the different characters and functions of the surrounding streets Lower Ashley Road, Gordon Road and Conduit Road.

The development is based on a four-storey, flat roof design with a block form and set-back top-storey. While the flat roof form is in contrast to much of the historic pitched roof development in the immediate area, it is deemed to be appropriate given the stepped-back top-storey, which relieves the massing. It also allows the incorporation of solar photovoltaic panels atop the flat roof. The scale respects that of existing and permitted development (at 17-29 Lower Ashley Road), while optimising the density of development and making the most efficient use of land.

In terms of the grain of development, the bulk of the building could be further broken down to reflect the proportions of the terraced buildings opposite, however this would not reflect the internal layout. Instead, the proposal has been divided into two main blocks to reflect the site topography and the massing broken down to reflect the grain of local development with a strong vertical emphasis and detailing to window surrounds, in a contemporary way.

The proposal balances considerations such as provision of external amenity space for future residents, unit aspect, privacy and outlook for existing/ future residents, parking level and scale of development. The overall approach is deemed to be appropriate. Further details will be provided of the child yield calculation requirement for outside space; however as set out above, the overall external amenity space provision has been arrived at through the balancing of a number of different issues.

The proposed materials are predominantly a grey brick material with render to window details and the top storey. While this grey brick is not a local material, it has been selected to reflect the terraced development opposite and on Gordon Road of grey rubble stone and on balance is deemed appropriate. Samples of the proposed materials would be sought by condition.

A narrow landscaped strip is provided to Lower Ashley Road providing defensible semi-private space to residents of ground floor units and an enhancement of local character at pedestrian level. This strip does not include new tree planting, as it has been stated that to do so would require the building line of the development to be pushed back, constraining the development unacceptably. Tree planting has been provided along the Conduit Road frontage however, within a wider landscaped area within the development site. These are significant improvements to the local street scene, provided that maintenance is carried out regularly. A condition to this effect would be recommended. A condition would also be sought to explore options for planting of small tree species along the Lower Ashley Road frontage.

Overall the proposed development would be considered to be appropriate to the local context and a significant improvement compared with both the existing situation and previous and extant planning permissions. The proposal has been assessed against the relevant planning policy and is deemed to meet the design policy objectives.

Crime reduction considerations

Police Crime Reduction Unit (CRU) recommendations:

- All entrances and gates to be via access control system with video entry phones and electronic lock release with video to be capable to being captured and stored for at least 30 days.
- The cycle store should be lit, gated and lockable.
- Ground floor glazing should meet the requirements of BS EN 356:2000 P1A.
- Access control throughout the building to prevent unlawful free movement throughout the

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building.

- Communal surface mounted letterboxes should meet the requirements of TS009.
- Affordable housing schemes are expected to obtain 'Secured by Design' certification wherever possible.
- Treatment of the development to the alleyway elevation with anti-graffiti paint would be recommended. Conditions are recommended to secure the above details.

(G) RESIDENTIAL AMENITY

Policy BCS21 states that new development will be expected to safeguard the amenity of existing development and create a high quality living environment for future occupiers. Policy DM27 of the Site Allocations and Development Management Policies Document (SADMP) states that development will enable existing and proposed development to achieve appropriate levels of privacy, outlook and daylight.

Impact on Existing Residents

The site is situated within a residential area and surrounded on all sides by existing residential properties and to the North West, the permitted redevelopment of the site 17-29 Lower Ashley Road is a consideration.

The proposal has a revised scale compared to extant permission 18/05532/M, which incorporated a fourth storey of accommodation within a pitched roof form, whereas the current proposal is for a fourth storey within a flat roof form- set back from the front and side edges of the development- please refer to 'Proposed Third Floor Plan'.

The building footprint and building lines have also been amended. The current proposal now wraps around the Conduit Road and alleyway/ Gordon Road frontages to a greater degree providing a more formal street frontage in these locations.

Privacy

The extant student permission included a full elevation of windows to the rear. The current application proposes enclosed access corridors to the rear with limited windows. This offers benefits in terms of privacy for residents to the rear.

In summary, it is concluded that privacy would be improved under the proposals and the main consideration would be whether the proposal would result in an unacceptably increased sense of enclosure, overbearing and impact on daylight/ sunlight.

Enclosure, overbearing

The current proposal is clearly of a larger scale than the consented scheme both in terms of height but also building footprint- which now extends to more than one storey to meet existing properties on Gordon Road and Conduit Road. This would result in a greater degree of enclosure than the extant permission and a greater sense of overbearing. It is the view of officers that the proposal is at the limit of what could be considered acceptable on this site. Compared to the consented scheme there would be an additional impact.

On balance, officers consider that the additional impact compared to the extant permission would not be so significant that refusal of permission would be recommended on this basis.

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The applicant has submitted a Daylight Sunlight Assessment, which is deemed to be in line overall with the Building Research Establishment's (BRE) guideline methodology for such analyses. These are guidelines rather than a mandatory standard and must be considered in terms of the site context.

The guidelines state that living rooms, dining rooms and kitchens should be assessed, whereas bedrooms should be assessed but are less important in terms of requirement for daylight/ sunlight. Non-habitable rooms such as bathrooms, W.Cs, storage and circulation areas do not require assessment. The approved schemes at Tudor Road and 17-29 Lower Ashley Road (Yard Arts site) have also been assessed.

Questions have been raised by neighbouring occupiers regarding the methodology and accuracy of the modelling undertaken in the assessment. The Assessment report sets out that a digital three-dimensional model of the study area has been created. This is based on certain assumptions given that neighbouring properties were not surveyed, which is standard methodology. Where possible, the layout of neighbouring properties has been checked via online property website information and if not available, then a conservative estimate has been used.

Vertical Sky Component (VSC)

The BRE Guideline- is that VSC should exceed 27% or the ratio of change should be 0.8 or above. The Assessment identifies that the main impacts of the development would be to the following sensitive properties:

- 1-5 Conduit Road (adjacent flats): BRE criteria met.
- 2 Conduit Road: Daylight likely to be affected to one window- although the transgression would be minor (a ratio of change in VSC of 0.74- the target is 0.8). The use of the room is unknown but assumed to be a habitable room, it is unknown if this room has other windows. This dwelling appears to only have an aspect onto Conduit Road and not to the rear. However, the proposal would maintain a similar relationship as existing buildings on the street and overall the outlook of this dwelling would be improved. Room dimensions have been assumed and a potentially conservative approach taken.
- 49 Lower Ashley Road: Daylight likely to be affected to one window- although the transgression would be minor (a ratio of change in VSC of 0.74- the target is 0.8). The use of the room is unknown but assumed to be a habitable room. Planning application 03/02125/F for conversion of the public house to flats indicates that the affected window would be the sole window to a bedroom. The proposal would maintain a similar relationship with this property as existing buildings on the street and overall the outlook of this dwelling would be improved. This property has a south facing elevation that would be unaffected. Room dimensions have been assumed and a potentially conservative approach taken.
- 3 Gordon Road- BRE criteria would be met (including to the kitchen window).
- 17- 29 Lower Ashley Road approved scheme: most windows within the east elevation would be unlikely to be significantly affected, with the exception of Window 5 of Room 4 (bedroom) on the 1st floor, which would experience a significant reduction in daylight- Daylight affected. Due to the narrow facing elevation across lane, it is considered by the assessment that it would be almost impossible to develop the site without a noticeable degree of change and that it equates to unneighbourly development).

The urban context is also a consideration and that any development on this site would have an impact on these windows. Existing VSC of windows at 2 Conduit Road and 49 Lower Ashley Road currently

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have a very good VSC (over 30%), which is significantly higher than would be expected in such an environment given that the application site is under developed.

Annual Probable Sunlight Hours Assessment – Internal Rooms

All properties would meet the BRE guidelines in respect of the annual and winter sunlight hours received to internal rooms, though some rooms would experience a reduction in values.

Annual Probable Sunlight Hours Assessment – External Amenity Space (Sun on the Ground)

The BRE Guidelines recommend that at the spring equinox (21st March) at least 50% of the amenity area should receive at least 2 hours of sunlight or the area which receives 2 hours of direct sunlight should not experience more than a 20% reduction (i.e. if the ratio of change is less than 0.8 then the loss of sunlight would be noticeable).

As would be expected, the main affected properties would be those immediately to the north of the application site:

- 1-5 Conduit Rd- would experience a ratio of change of 0.7, however the area would still benefit from two hours or more of direct sunlight to 55% of the area). This is a communal hard landscaped area and it is unclear to what extent this space is used.
- 3 Gordon Rd – would experience a ratio of change of 0.6- from 50% of the existing area lit for 2 hours or more on the 21st March to 29% of the existing area lit.

This property also has a raised terrace area to the rear (east) of the kitchen as observed by officers on site, which does not appear to have been factored into the assessment. Taking that area into account would potentially improve the assessment outcome.

The assessment states that in March the low angle of the sun makes some gardens very sensitive to any change in sky obstruction. Therefore same test was also applied to 3 Gordon Road on 21st June and in that case 92% of the area would be lit for 2 hours or more under the existing or proposed situation.

The BRE Guidelines state some degree of transient overshadowing should be expected from new development.

Daylight/ sunlight assessment conclusion

The proposal would affect the windows/ rooms of only a few properties; however it should be noted that these currently experience higher daylight/ sunlight levels due to adjacency to this underdeveloped/ gap site, than would normally be expected from such an urban context where land is typically more densely developed. In addition, the extant permission for student accommodation is a material consideration and would also have an impact on daylight/ sunlight levels.

Taking all considerations into account, officers recommend that the impact on residential amenity in terms of daylight/ sunlight impacts would be acceptable.

*Future Residents***Space Standards**

Policy BCS18 of the Bristol Core Strategy requires residential developments to provide sufficient space for everyday activities and to enable flexibility and adaptability by meeting appropriate space standards, as set out within the Council's Space Standards Practice Note.

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The proposal has been assessed and would meet the national space standards.

Single aspect/ dual aspect units

The creation of dual aspect units (that is flats with views out on more than one frontage) is desirable in order to achieve a high quality living environment, improved outlook for residents, improved thermal and ventilation performance, improved daylight and sunlight, and to address issues such as air quality and noise.

The proportion of single aspect units within the scheme would be 50%.

Although the Daylight Sunlight Assessment does not model the levels within the proposed development, it is expected that the units would have reasonable standards of daylight and outlook due to larger south-facing windows.

Summary- residential amenity

Officers consider the proposals to be acceptable on balance in respect of residential amenity.

(H) SUSTAINABILITY AND CLIMATE CHANGE

The Bristol Core Strategy contains specific policies relating to sustainability as follows: Policy BCS13: Climate Change, BCS14: Sustainable Energy, BCS15: Sustainable Design and Construction and BCS16: Flood Risk and Water Management. These policies now require developers to demonstrate through Sustainability Statements and Energy Statements how they have addressed the objectives of these policies, on a proportional basis relative to the size of the development. Development should demonstrate how it has considered and would adapt to climate change through measures that include seeking to mitigate overheating impacts.

Policy BCS14 states that development will be expected to provide sufficient renewable energy generation to reduce carbon dioxide emissions from residual energy use in the buildings by at least 20%.

An Energy Statement has been submitted. The Sustainability Officer has highlighted that no energy efficiency measures over baseline Part L (Building Regulations) are specified. It is therefore not possible to calculate the residual energy use or establish if the proposal has taken every opportunity to reduce energy demand/ maximise energy efficiency. This information will be sought, preferably prior to the Committee meeting with an update to be given via the Amendment Sheet.

Renewables

Within the Energy Statement, approximately 58sqm of solar photovoltaic panels are identified as being required to achieve a 20% reduction in carbon dioxide emissions compared to the baseline energy demand/ emissions based on Part L Building Regulations (i.e. without additional energy efficiency measures).

Were energy efficiency measures to be identified, this would reduce carbon dioxide emissions overall and therefore reduce the amount of PV panels required to achieve a 20% reduction. Solar photovoltaic panels are not shown on the proposed roof plans, however there is considered to be appropriate space available on the roof to provide this level of PV panels with suitable orientation.

Overheating assessment

Paragraph 150 of the NPPF states that new development should avoid increased vulnerability to the

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range of impacts arising from climate change... in areas that are vulnerable... care should be taken to ensure that risks can be managed through suitable adaptation measures.

The Council's Urban Living Supplementary Planning Document (SPD) states that developments should be considered in terms of reducing the risk of overheating and that this should be an integral part of their design. Thermal Comfort (overheating) Assessments should be utilised.

The Council's Sustainability Team has requested an overheating assessment on the basis of there being certain units that would be vulnerable to overheating in future climate change scenarios i.e. the single aspect South facing units of Floors 2 and 3. This equates to 4 units in total, with another 2 units with dual aspect south and west that may also be vulnerable. These units may not have sufficient air flow if purge ventilation is the chosen method of cooling due to being single aspect.

It should be noted that a number of the single aspect units front Lower Ashley Road have been specified as having sealed shut windows to mitigate against air quality levels at certain levels. Conditions would be recommended to secure further details of which windows this would apply to.

The submitted Energy Statement states that brise soleil (solar shading) will be installed over south and west facing windows. It states that external shading is recommended- vertical shading will be more effective than horizontal shading to protect from lower level sun. Setting the glazing back in deep reveals will help limit solar gains.

Horizontal brise soleil are shown on the detailed elevation drawing for the top floor of the proposed development (south and west elevation). This also demonstrates that the windows are inset slightly (by approximately 160mm) due to the proposed window surrounds, which would provide some solar shading at certain times of day. The installation of these features should be secured by condition.

District Heating connection

The proposal is to incorporate a community heating system (boiler) with wet radiators. The Council's Energy Services Team has advised that although there is no district heating system available currently to connect to, that this is an area of high demand identified for future district heating networks. They therefore seek that the development be made 'district heating' ready to ensure that it could connect in the future.

The space available (plant room) for future plant equipment necessary to connect to a district heating system should be assessed – further information is to be sought. The further detail of this arrangement could be secured via section 106 agreement.

(I) NATURE CONSERVATION

The site has limited nature conservation value in its current state and therefore the proposal would constitute an enhancement through the proposed landscaping scheme. The provision of bat and bird boxes could be secured by condition to further enhance the biological diversity potential of the site.

Tree matters are covered at Key Issue (A) of the report.

(J) AIR QUALITY, POLLUTION CONTROL AND CONTAMINATED LAND MATTERS

Air Quality

The NPPF states at paragraph 181 that " Planning policies and decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking

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into account the presence of Air Quality Management Areas and Clean Air Zones, and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement... Planning decisions should ensure that any new development in Air Quality Management Areas and Clean Air Zones is consistent with the local air quality action plan.”

Core Strategy policy BCS23 and Site Allocation and Development Management Policy (SADMP) DM33 make clear that development proposals must take account of the impact of existing sources of pollution on the new development and mitigate its impact on future occupiers.

SADMP policy DM14 states that development should contribute to reducing the causes of ill health, improving health and reducing health inequalities within the city through addressing adverse health impacts, providing a healthy living environment, promoting healthy lifestyles and providing good access to health facilities and services. Developments that will have an unacceptable impact on health and wellbeing will not be permitted.

The Council is introducing two Clean Air Zones (CAZ); this site sits within the outer CAZ where non-compliant commercial vehicles would be charged to enter. Private vehicles would not be charged.

The Local Air Quality Action Plan (adopted 2004) is contained within the West of England Joint Local Transport Plan however this is in the process of being updated through the current CAZ process and the work that the Air Quality Team are carrying out on developing plans for reducing particulate pollution from solid fuel and construction machinery. The over-arching legal requirement for national compliance with roadside nitrogen dioxide (NO₂) in preparing air quality plans is that plans must aim to reach compliance as soon as possible, to start reducing exposure as soon as possible and ensure that compliance is likely, not just possible.

Air Quality Assessment

The submitted Air Quality Assessment sets out that existing air quality conditions close to the proposed development are poor, given the busy nature of the road and canyon-like features resulting in limited dispersion, with measured nitrogen dioxides concentrations (NO₂) exceeding the annual mean objective along Lower Ashley Road. The site is within an Air Quality Management Area.

Computational Fluid Dynamic (CFD) modelling has been used to predict the NO₂ concentrations at the façade of the development and nearby sensitive receptors (properties). The report states that a worst-case scenario has been assessed by assuming that the development has been completed in 2017 and that this will have led to concentrations and impacts being overstated, since pollutant concentrations are expected to reduce in future years.

While the proposed development itself would not be considered to significantly impact on air quality through energy demand or traffic movements, the introduction of a four-storey development onto the currently low-rise site has the potential to affect air flow, thereby changing the air quality at other receptors. This would be the case for any development of an increased scale above the existing one-storey building height.

The assessment has been run taking into account the approved development opposite the site at the junction of Lower Ashley Road and Tudor Road (which it is understood is being implemented). The Yard Arts scheme (17-29 Lower Ashley Road ref. 18/06646/F) was not been included in the assessment given that permission for that site had been refused at the time of the assessment. Including that (now approved) scheme within the assessment may give different, and potentially worse, results in terms of air quality given that it would further enclose Lower Ashley Road.

The assessment considers firstly impacts on existing properties and secondly the impacts on future occupiers of the development.

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The results of the Air Quality Assessment (AQA) take into account the degree to which air quality levels already exceed the air quality objective of $40 \mu\text{g}/\text{m}^3$ (Table 3 of the AQA refers). For Lower Ashley Road, at ground floor and first floor level receptor properties in particular, the air quality objective level is already exceeded to a significant degree.

The development would be predicted to result in between a 1-5% increase in Annual Mean NO_2 concentrations for the worst affected properties compared to the objective level. When taking into account the degree to which this would exceed the objective level, this would be categorised as being a substantial adverse impact according to the relevant methodology.

The modelling shows that in terms of neighbouring properties, the air quality would deteriorate (due to changes in air flow) at more properties than air quality would improve. Table 5 in the AQA sets out the relative impacts, some of which are a substantial adverse impact. The Air Quality Team would normally object when a development has an impact that is worse than negligible.

Table 5 states that 10 properties would experience a positive impact on air quality as a result of the development (though all would still exceed the objective level) and 15 properties would experience a negative impact on air quality (12 of which would exceed the objective level). There would be 14 impacts deemed negligible.

The range of increase in annual mean NO_2 concentration, for the 12 properties that would experience an exceedance of the NO_2 concentration objective level of $40 \mu\text{g}/\text{m}^3$, would be between 1 and 5% compared to the objective level. Refer to Air Quality Assessment for full analysis.

The report argues that because there are some improvements in air quality (albeit fewer), this can be weighed against the deterioration and thus overall the impact is neutral and negligible. The report states that "When considering the significance, it is important to take into account that the latest EPUK/IAQM guidance states that "a moderate or substantial impact may not have a significant effect if it is confined to a very small area". Adverse impacts may only occur at 7 to 15 properties in total, and the adverse impacts are thus considered to only affect a relatively small number of properties."

The Air Quality Team (AQT) has responded that while the adverse impact does affect a smaller number of properties, because the scale of the impact ranges from slight adverse to substantial adverse, that an objection is appropriate, particularly as they would normally object to any impact worse than negligible. The Air Quality Team does not think that some residents should experience a worsening of air quality, and the health impacts that that brings, because some other residents experience an improvement. In any case, the worsening of air quality is acknowledged in the report to outweigh the improvement.

The Air Quality Team goes on to advise that residents in Lower Ashley Road experience some of the worst air quality in the city and that they believe that this development has the potential to worsen air quality further at relevant receptors. Inadequate mitigation has been proposed to deal with this significant issue. The Air Quality Team therefore objects to this development as it runs counter to BCS23. Furthermore, changes to the scheme since the report and modelling were carried out have the potential to be important factors in predicting air quality.

The applicant's Air Quality Consultant responds that the design changes to the proposed scheme are very minor (they do not affect the scale or massing significantly but mainly relate to façade adjustments) that would not substantially influence the outcome of the modelling hence they have opted not to re-run the modelling based on the amended scheme.

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The report states at para. 6.3- 6.4 that “Mitigation measures to reduce pollutant emissions from road traffic are principally being delivered in the longer term by the introduction of more stringent emissions standards, largely via European legislation (which is written into UK law). The local air quality plan that Bristol City Council is required to produce in order to address limit value exceedances in its area will also help to improve air quality; the proposed implementation of a Clean Air Zone can reasonably be expected to lead to improvements in the study area... It is also worth noting that the road traffic emissions used in the model do not reflect the Government’s ambitions as set out in the Road to Zero Strategy (see Paragraphs 2.3 and 2.4), predicting a relatively low proportion of zero tailpipe emission vehicles in years up to and including 2030. If the Government’s ambitions relating to the uptake of zero tailpipe emission vehicles are realised then the emissions are likely to be overly-conservative for the latter part of the 2020s, if not the entire decade.”

The Air Quality Team has advised that mitigation must reduce the impact of the development, so that acceptable mitigation would involve redesigning the building to ensure that the impact at nearby facades fall into negligible or below categories.

The planning assessment should not take into account future improvements e.g. through the CAZ or reduced emission vehicles, but should be based on the current situation.

Impact on future proposed properties within the development

The assessment has been reviewed by the Council’s Air Quality Team, which has commented that the future occupants of the proposed building are not predicted to be exposed to illegal levels of nitrogen dioxide (NO₂).

Nevertheless, the report sets out that the proposed development will include sealed windows on the façade fronting onto Lower Ashley Road and will incorporate mechanical ventilation, taking cleaner air from the roof or rear of the building.

Summary

As set out above, the Air Quality Team objects to the proposals on the basis of the predicted adverse impact on existing properties. There are also a number of shortcomings of the current Air Quality Assessment that should be considered including the failure to include the recently permitted adjacent redevelopment scheme at 17-29 Lower Ashley Road and to repeat the modelling based on the revised application scheme.

However, the extant permission (15/05530/P) for a three-storey student accommodation block on the site is another material consideration that officers advise should be given weight in the consideration. Although air quality modelling was never carried out in relation to that permission, it is the view of your planning officers that it is likely that the extant scheme would have a comparable impact on air quality as the current application given its footprint, scale and overall enclosure of the road. This would require additional modelling to verify however.

It is also the view of the planning officer that any development above the existing single storey level building is likely to have some adverse impact on the air quality of the area compared to the existing, given that this would have an enclosing effect on Lower Ashley Road, though similarly, this cannot be quantified without further modelling.

This raises the consideration that in order to bring this site forward for more efficient land use in this sustainable location and address the ‘gap’ nature of the site within the street frontage (and regeneration/ urban design considerations); some degree of negative impact on air quality would likely have to be accepted. To require no change to air quality to be demonstrated could effectively ‘blight’ the delivery of a scheme on this site.

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The consideration before Members is therefore whether the regeneration benefits of the proposed development and provision of housing/ affordable housing when weighed together with the likely impact of the extant permission for student accommodation, would outweigh the air quality objection. The current proposal offers the opportunity to ensure that future residents of the development would benefit from a better situation arising from sealed shut windows and mechanical ventilation than the extant scheme.

Having carefully weighed up these considerations and given the air quality objection and potential health/ wellbeing impacts of the proposal considerable weight; officers are of the view that the other benefits of the proposal would outweigh the predicted impact in terms of air quality in this particular instance.

Noise

The site is situated along a busy road subject to heavy traffic. An Acoustic Assessment has been carried out and reviewed by the Council's Pollution Control Officer, who has confirmed that the methodology followed is acceptable.

Noise levels at the rear of the property, away from the road are lower and no enhanced scheme of sound insulation required. The front of the building facing Lower Ashley Road requires slightly higher sound insulation specification than is required to the sides of the building. Suitable attenuated means of ventilation will be required on the front and side facades and recommended internal noise levels will only be achieved when windows are closed. From the noise point of view, the Pollution Control Officer would not require that windows should be non-openable but the windows would need to be suitably sealed when shut and suitable alternative ventilation is required. Conditions would be required to secure the appropriate level of sound insulation and means of ventilation.

Contaminated Land

The Public Protection Team (Land Contamination) has confirmed that the proposed use is sensitive to contamination and the site is land, which could be a potential source of contamination.

The following report held in this office from earlier applications has been reviewed in relation to the application: Earth Environmental & Geotechnical Ltd. November 2016. Phase 1 Geo-Environmental Assessment. 31 - 45 Lower Ashley Road Bristol. A1641/16

Given the proposed development and identified sources of potentially contamination on and off site the desk study report advises further intrusive investigation's will be required. These should be secured by appropriate planning condition.

(K) HEADS OF TERMS FOR PLANNING OBLIGATIONS

The following planning obligations would be sought by legal agreement should Members be minded to recommend approval of the application:

- Affordable Housing requirements
- Future district heating connection
- Traffic Regulation Order financial contribution
- Adoption of strip of land along western boundary
- Travel Plan monitoring (if required)

Development Control Committee B – 24 June 2020**Application No. 19/02157/F : 31 - 45 Lower Ashley Road St Pauls Bristol BS2 9PZ****(L) CONCLUSION**

It is the view of officers that there are a number of key considerations with the current application – flood risk and air quality.

Although recognised as being a controversial matter locally, officers do not recommend refusal on the grounds of tree matters given the material consideration of the extant planning permission and that the trees can be removed without any requirement for further planning permission.

Officers consider that approval can be recommended subject to the submission of further information to seek to address the Environment Agency's written objection in terms of flood risk.

Material considerations in terms of air quality include the objection by the Air Quality Team on the grounds of adverse impact on air quality for existing properties (as identified in the submitted Air Quality Assessment), the 3-storey extant planning permission for student accommodation and the other planning benefits of delivering the proposed scheme on this site (including delivering affordable housing), which may only be realised through the provision of a building of this scale on the site.

Planning officers, having given considerable weight to all of these considerations, consider the other planning benefits of the proposed development to outweigh the degree of adverse impact in terms of air quality, taking into account the 'fall-back' position of the extant student permission, which is a further material consideration. It is also the view of these officers that while reducing the scale of the proposed development may reduce the extent of adverse air quality impact, that it is unlikely to remove the adverse impact all together.

(M) COMMUNITY INFRASTRUCTURE LEVY (CIL)

The CIL liability for this development is £123676.92, however social housing relief may be claimed on those residential dwellings included in the development that are to be managed by a Housing Association for the provision of affordable housing.

RECOMMENDED APPROVAL SUBJECT TO A) REMOVAL OF THE OBJECTION FROM THE ENVIRONMENT AGENCY AND B) SUBJECT TO PLANNING AGREEMENT AND CONDITIONS

Proposed conditions and advice notes are to follow (they are expected to be included on the Amendment Sheet to Committee). It is anticipated that these would cover the following matters (many of which are referenced within the above report):

Trees

- Revised landscape details investigating tree replanting options along Lower Ashley Road frontage to include tree pit specifications, tree species and size specifications, revised plan, maintenance considerations.
- Landscape Plan implementation and maintenance
- Tree Planting maintenance

Housing

- Plan and further details of affordable housing location and details

Flood risk/ drainage

- Sustainable Drainage (SUDs) strategy;

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Transport

- Secure 2 off street parking spaces (in full in accordance with approved details i.e. disabled bays) prior to occupation and retention in perpetuity;
- Servicing- prior to occupation provision of refuse etc store. To be made open and available to refuse crews
- Secure cycle parking prior to first occupation;
- Footpath works- resurfacing/ Travel Plan
- Construction Environmental Management Plan (CEMP)
- Highway condition survey
- Advice note removing rights of residents to parking permits in the event of a future Resident Parking Zone being introduced.

Design

- Large scale details
- Samples/ sample panels
- Crime reduction measures

Residential Amenity

- Obscure glazing
- Secure details of sealed shut windows and mechanical ventilation
- Secure details of noise insulation (perhaps glazing specification)

Sustainability

- PV panels plan needed
- Secure details including solar shading
- District heating- plant room space constraints

Other Matters

- Bird and bat boxes condition
- Contaminated land investigations

Amendment Sheet

24 June 2020

Item 1: - 31 - 45 Lower Ashley Road St Pauls Bristol BS2 9PZ

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5	<p data-bbox="296 472 1401 669">At the time of finalising the Amendment Sheet, 143 further public objections (including The Conservation Advisory Panel, Bristol Tree Forum, Montpelier Conservation Group and Bristol Clean Air Alliance below) have been received to the application objecting on the following grounds (in addition to those reasons already listed in the officer report). The total number of contributors to the application is 235 (229 objections in total, 3 in support and 3 general representations).</p> <ul data-bbox="344 707 1401 2083" style="list-style-type: none"><li data-bbox="344 707 759 734">- The site is contaminated land.<li data-bbox="344 775 1382 869">- The land that the trees are on is not in the ownership of the developer. There are unresolved land ownership issues with the site- in relation to Bristol City Council owning some of the land;<li data-bbox="344 909 1398 967">- The original buildings on the site were set back from the main road, roughly where the existing building is.<li data-bbox="344 1008 1401 1133">- Each tree, if felled, would require up to 49 saplings to mitigate the carbon lost by 2030 (Bristol's target date to be carbon neutral)- see Bristol Tree Forum calculator. Tree density is chronically low in this area, tree removal would contravene BCC's One City Plan to double the tree canopy by 2046.<li data-bbox="344 1173 1401 1299">- An alternative plan has been drawn up by third parties, which demonstrates that the trees could be retained along with a viable scheme. A smaller scale, mixed-use scheme with a level of affordable housing that includes the retention of the existing trees should be sought.<li data-bbox="344 1339 1286 1397">- The area is already densely populated with several new developments in progress;<li data-bbox="344 1438 1110 1464">- The proposal would look out of place with its surroundings;<li data-bbox="344 1505 1382 1563">- The development offers no lasting social housing provision and is pushing social housing rents up and families out of the area;<li data-bbox="344 1603 1401 1863">- There are concerns regarding the Air Quality report- it is stated that "it appears this has manipulated the figures in their favour by turning continuous quantitative data into categorical data, thereby losing the magnitude of deteriorating air quality, and have made their %age increases related to 40ug/m3 rather than the starting point. . . Based on the actual data, some properties are way over 10% increase." Another cause for concern is that, according to Prof Tarlton, their modelled air quality figures are centred around 40ug/m3 (the 'legal' limit for air pollution), whereas last year's MEASURED average in that street was 53.4ug/m3."<li data-bbox="344 1904 1142 1930">- The Council's own Air Quality officer objects to the proposals;<li data-bbox="344 1971 919 1998">- The proposal would worsen noise pollution<li data-bbox="344 2038 1401 2083">- The proposals would be contrary to Core Strategy Policies BCS9, BCS13, BCS16 and BCS23. It takes no account of the Councils One City Plan. It contravenes

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	<p>development management policy DM33.</p> <p><u>The Conservation Advisory Panel</u> commented “Please don't remove trees as it's imperative that they are not destroyed at this time when we need more trees, and the inner city pollution is out of control.”</p>
6	<p><u>Montpelier Conservation Group has commented- Updated comment 18.06.20</u></p> <p>“We write with our objections to the revised drawings for above application, which is for “Construction of a 4-storey block of flats to provide 28 units of residential accommodation including affordable housing, cycle parking, refuse storage and amenity space”.</p> <ul style="list-style-type: none"> □ We objected to the initial drawings for this proposal, and we are disappointed that the amended details do not respond to our objections. □ We will state only our objections to the revised design, to be read in conjunction with our earlier letter. □ The design continues to be for a monolithic bloc, albeit with a narrow vertical recess in the facade. The vertical detailing linking the windows on the first and second floors would not disguise the horizontal emphasis given by the continuous bands above and below these windows. □ The continuous, unbroken top storey, where the windows do not correspond to those on the lower floors, indicates the true form of the building. □ It is particularly disappointing that the applicants have persisted with this building form when the consented application for this site and that for the adjoining Yardarts site have facades which have a vertical emphasis which reflects the building context of Lower Ashley Road. □ We note the view of the Air Quality Team that there are positive benefits of the scheme which outweigh the harmful effects on Air Quality. However, given the identified high levels of pollution, it is questionable whether the site is currently suitable for residential accommodation. □ Certainly, it is essential that any building on the site incorporates the highest level of mitigation, such as non-openable windows and a positive air pressure ventilation system. □ Many of the objections to this proposal focus on the street trees. We have argued for their retention in this and previous applications for the site and we will restate our arguments on this key issue for the local community. □ The case officer's comments on a Pre-Application submission included: “Of particular concern is the loss of the existing trees on site, albeit previously permitted, and officers would wish to explore whether options exist to now facilitate their retention given their high value to the street scene and local area.” □ We recognise that both previous and current planning consents allow for the removal of the street trees. We have objected to this aspect of each of the past applications and maintain our stance now. We deplore the recent attempt to remove the trees, particularly as it was carried out under an application that is clearly not going to be otherwise progressed. □ We note that the City Design Group has advised that “Further improvements could be made in terms of securing tree planting along the Lower Ashley Road frontage”,

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	<p>but no such provision is made in the application..</p> <ul style="list-style-type: none"> □ Lower Ashley Road is a very busy route for traffic travelling between the north and west of the city and the M32 and Easton Way. There are high levels of traffic pollution and noise. Any development of this site must take this into account. At present the street trees in front of the site mitigate these problems and their loss would be extremely damaging to the health and amenity of existing residents. □ Planting replacement trees elsewhere, even nearby, would not restore the beneficial effects the trees provide in their current position and we strongly object to their proposed removal. □ The Applicant's intransigence over the trees, coupled with the Local Planning Authority's failure to maintain the position set out in their Pre-Application response has resulted in widespread opposition to what could and should have been a commendable proposal to provide much-needed affordable housing. <p>We continue to object to this application in its current form and ask for it to be refused.”</p>
8-9	<p><u>The Bristol Tree Forum has commented- Updated comment received 12 June 2020</u></p> <p>“The Bristol Tree Forum (BTF) strongly opposes this planning application as it will result in the unnecessary removal of three important trees. The application fails to mention the five TPO Norway maple trees of which two were felled some months ago. Indeed, of the seven important trees in the photograph [<i>officer note- for photograph see full comment online</i>], only three now remain.</p> <p>This is an area which already exceeds air pollution limits and has low tree canopy cover. Bristol must retain the trees and implement its own policies:</p> <ul style="list-style-type: none"> • Bristol Planning Policy DM15 states, “Many tree species absorb gaseous pollutants and also capture particulate matter.” • The One City Plan is for a 25% increase in canopy cover by 2035; 100% by 2046. Cutting down important trees is not the way to achieve this. Few of the replacement trees will be planted close by in the resident area. Any loss of carbon, canopy and ecosystems will not be recovered for decades. This is a crucial staging post in the wildlife corridor, providing ecological services in line with Ecological Emergency and One City Plan (double wildlife abundance by 2045) • Bristol's Planning Policy BCS9 states "Individual green assets should be retained wherever possible and integrated into new development". These trees are on the edge of the development site and therefore can be retained. Alternative designs have been provided to the developer, which keep the trees, and the BTF is very disappointed that these have been ignored. <p>Bristol has declared climate and ecological emergencies. Given the significant community concern over the trees and the local and national media coverage, we urge the Committee to think very carefully about the message your decision will send out about Bristol's Green credentials.”</p>
8-9	<p><u>Bristol Clean Air Alliance has commented- 18th June 2020</u></p> <p>“Bristol Clean Air Alliance objects to this planning application on air quality grounds.</p> <p>We draw the Committee's attention to the comment from council officer Steve Crawshaw:</p>

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	<p>"The report argues that because there are some improvements in air quality (albeit fewer), this can be weighed against the deterioration and thus overall the impact is neutral and negligible. I disagree. I do not think that some residents should experience a worsening of air quality," and "Residents in Lower Ashley Road experience some of the worst air quality in the city. I believe this development has the potential to worsen air quality further at relevant receptors. Inadequate mitigation has been proposed to deal with this significant issue. I therefore object to this development as it runs counter to BCS23."</p> <p>We note from Table 5 in the Air Quality Assessment that 15 of the properties would be adversely impacted as a result of the development."</p>
22	<p><u>Children's Play Space considerations</u></p> <p>The Urban Living Supplementary Planning Document) asks whether schemes creatively integrate children's play space. It recommends that schemes that are likely to accommodate children and young people should facilitate opportunities for play and informal recreation and enable children and young people to be independently mobile. Under 5s should be within 100m of a suitable play facility/ area, and all other children should be within 400m of a suitable play space. Providing 10sqm of play space for each child that is expected to live within a scheme, which should normally be integrated into a scheme.</p> <p>The child yield calculator sets out in relation to this SPD estimates a total of 5.8 children at this site (based on 10 affordable housing units, 5 no. 1-bed and 5 no. 2-bed) and a recommendation to provide 10sqm of play space per child. This equates to a total of 58sqm. The amenity space to the rear of the site measures 49sqm in size.</p> <p>While it is the view of officers that the amenity space to the rear would not be considered to 'creatively integrate play space', it does provide an enclosed outside space for informal recreation. It is understood that the layout of this space (and provision of ramped access) is to enable disabled and fire escape access.</p> <p>In addition, the site is within approximately 100m of the edge of Ashley Street park, which is reported to contain some very limited play equipment and within 200m of the entrance to Mina Road park, which includes a playground.</p> <p>It is the view of officers that the proposal meets the recommendations of this guidance.</p>
32	<p>Approval of the application is recommended subject to the following conditions and advice notes:</p> <p>Time limit for commencement of development</p> <p>1. Full Planning Permission</p> <p>The development hereby permitted shall begin before the expiration of three years from the date of this permission.</p> <p>Reason: As required by Section 91 of the Town and Country Planning Act 1990, as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.</p>

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	<p data-bbox="295 286 754 320">Pre commencement condition(s)</p> <p data-bbox="295 353 882 387">2. Variations to the landscaping scheme</p> <p data-bbox="387 421 1410 555">No development shall take place until detailed drawings showing the following modifications to the scheme have been submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority.</p> <ul style="list-style-type: none"> <li data-bbox="387 589 1369 689">a) Removal of reference to 'potential for future street trees' outside the site on Lower Ashley Road from Drawing P17-2959.004 'Landscape Masterplan'. <li data-bbox="387 689 1385 723">b) Inclusion of small trees within the rear amenity space planting areas; <li data-bbox="387 723 1393 790">c) Inclusion of small tree species along the Lower Ashley Road frontage (refer to relevant Advice Note); <li data-bbox="387 790 1342 857">d) Inclusion of gated access to ground floor units from Lower Ashley Road (if not already proposed); <li data-bbox="387 857 1358 925">e) Trees on Conduit Road to be planted within the ground rather than raised planters (refer to relevant Advice Note); <li data-bbox="387 925 1393 992">f) Ground floor enclosed corridor to the north elevation to be opened up (i.e. not enclosed) as additional amenity space; <li data-bbox="387 992 1361 1093">g) All ground floor units to have door access and openable windows (including high-level windows/ fanlights) immediately onto the rear amenity space; <p data-bbox="387 1126 1377 1193">These parts of the development shall be completed only in accordance with the modification thus approved.</p> <p data-bbox="387 1227 1401 1529">The hard landscaping scheme shall be carried out prior to the first occupation of the dwellings hereby approved. The soft landscaping proposals hereby approved shall be carried out no later than during the first planting season following the date when the development hereby permitted is ready for occupation or in accordance with a programme agreed in writing with the Local Planning Authority. All planted materials shall be maintained for five years and any trees or plants removed, dying, being severely damaged or becoming seriously diseased within 5 years of planting shall be replaced with others of similar size and species to those originally required to be planted.</p> <p data-bbox="387 1563 1393 1664">Reason: The landscaping scheme requires enhancement and this needs to be addressed before work starts on site to ensure that the appearance of the development is satisfactory.</p> <p data-bbox="295 1697 898 1731">3. Further Details before commencement</p> <p data-bbox="387 1765 1401 1933">No development (excluding demolition and site preparation works) shall take place until detailed drawings of the following have been approved in writing by the Local Planning Authority. The detail thereby approved shall be carried out in accordance with that approval prior to the occupation of the development and shall thereafter be retained as approved in perpetuity.</p> <ul style="list-style-type: none"> <li data-bbox="387 1966 1358 2067">(a) All typical windows and doors (including porches, entrance details, bay windows and rooflights) - to include details of surrounds, profiles, cills and reveals; <li data-bbox="387 2067 1281 2101">(b) Details of all roof edges, including parapets and rainwater goods;

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	<p>(c) Details of all walling material junctions, including any window surrounds, set back walling panels, external and internal corners, car parking undercroft, return walls and soffits, lift core cladding;</p> <p>(d) Boundary railings/ gates / walls/ means of enclosure (including to undercroft);</p> <p>(e) Solar shading;</p> <p>(f) Any balustrades/ guard rails to roof parapets;</p> <p>(g) Utility boxes</p> <p>(h) Outdoor lighting (including details of siting, technical specifications, illumination levels, aiming angles), including to parking undercroft;</p> <p>(i) All mechanical system outside plant, terminal, grilles etc.</p> <p>(j) Details of anti-graffiti coating to ground floor brickwork west elevation and all front and side boundary walls;</p> <p>(k) Details of ground floor window/ door security specifications (to be toughened laminated glazing);</p> <p>(l) Details of all access control systems to entrances and gates and internally within the building;</p> <p>Reason: In the interests of visual amenity and the character of the area.</p> <p>4. Material samples</p> <p>Notwithstanding any materials noted on any approved plans, sample panels of all the external materials and finishes to all new building elements including boundary treatments and all landscaping surfaces, demonstrating the colour, texture, face bond, coursing, jointing and pointing to the masonry, are to be erected on site and approved in writing by the Local Planning Authority prior to the commencement of the relevant work, unless otherwise agreed in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to the first occupation of the development hereby approved, unless otherwise agreed in writing by the Local Planning Authority.</p> <p>Reason: To ensure that the external appearance of the building is satisfactory.</p> <p>5. Details of solar panel system</p> <p>1) Prior to the commencement of the development hereby approved (excluding demolition and site preparation works), details of the proposed solar panel system including location, dimensions, design/ technical specification together with calculation of annual energy generation (kWh/annum) and associated reduction in residual CO2 emissions shall be provided within the Energy Statement.</p> <p>2) Prior to the first occupation of the development hereby permitted, the following information shall be provided:</p> <ul style="list-style-type: none"> - Evidence of the solar panel system as installed including exact location, technical specification and projected annual energy yield (kWh/year) e.g. a copy of the MCS installer's certificate. - A calculation showing that the projected annual yield of the installed system is sufficient to reduce residual CO2 emissions by the percentage shown in the approved Energy Statement. <p>Reason: To ensure that the development contributes to mitigating and</p>

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	<p>adapting to climate change and to meeting targets to reduce carbon dioxide emissions.</p> <p>6. Energy Statement</p> <p>Prior to the commencement of the development hereby approved, a revised Energy Statement shall be submitted to and approved in writing by the Local Planning Authority, unless otherwise agreed in writing. The revised Energy Statement shall cover the following:</p> <ul style="list-style-type: none"> i) Details of measures to improve the energy efficiency of the building compared to Building Regulations requirements; ii) Roof Plan indicating the layout of the solar panels; iii) Detailed plan indicating solar shading measures; iv) Details of proposed building heating system; v) Details of plant space requirements within the plant room; <p>The development hereby approved shall incorporate the energy efficiency measures, renewable energy, sustainable design principles and climate change adaptation measures into the design and construction of the development in full accordance with the revised, approved energy statement, prior to the first occupation of the dwellings hereby approved, unless otherwise agreed in writing by the Local Planning Authority. A total 20% reduction in carbon dioxide emissions below residual emissions through renewable technologies shall be achieved.</p> <p>Reason: To address matters raised in the determination of the planning application and to ensure that the development incorporates measures to minimise the effects of, and can adapt to a changing climate.</p> <p>7. Heat Networks - Future proofing</p> <p>Prior to commencement, detail demonstrating proposed measures to future-proof the development for connection to a future district heat network shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed and thereafter maintained in accordance with the approved details.</p> <p>Reason: To ensure the development contributes to minimising the effects of, and can adapt to a changing climate.</p> <p>8. Noise Insulation Scheme</p> <p>No development shall take place until there has been submitted to and approved in writing by the Local Planning Authority a detailed scheme of noise insulation measures for all residential accommodation, this scheme shall also include details of ventilation.</p> <p>The scheme of noise insulation measures shall take into account the recommendations detailed in the Noise Assessment submitted with the application and the provisions of BS 8233: 2014 "Guidance on sound insulation and noise reduction for buildings".</p> <p>The approved details shall be implemented in full prior to the first commencement of the use permitted and be permanently maintained</p>

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	<p>thereafter.</p> <p>Reason: To safeguard the amenities of future occupiers and to ensure that appropriate noise insulation is incorporated within the scheme from the outset.</p> <p>9. Details of Extract/Ventilation System</p> <p>No development shall take place until detail of the ventilation and extraction system, including details of its method of construction, siting, appearance, noise levels, attenuators and filters to remove outside pollutants has been submitted to and been approved in writing by the Local Planning Authority. The ventilation system should be designed and commissioned by a suitable qualified engineer in accordance with the domestic ventilation compliance guide. The approved scheme shall be installed before the use hereby permitted commences and thereafter shall be permanently retained in perpetuity.</p> <p>Reason: These details need careful consideration and formal approval and to safeguard the amenity of adjoining properties and to protect the general environment and health of future occupants. The details are needed prior to the start of work so that measures can be incorporated into the build.</p> <p>10. Sustainable Drainage System (SuDS)</p> <p>No development shall take place until a Sustainable Drainage Strategy and associated detailed design, management and maintenance plan of surface water drainage for the site using SuDS methods has been submitted to and approved in writing by the Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved Sustainable Drainage Strategy prior to the use of the building commencing and maintained thereafter for the lifetime of the development.</p> <p>Reason: To prevent the increased risk of flooding by ensuring the provision of a satisfactory means of surface water disposal is incorporated into the design and the build and that the principles of sustainable drainage are incorporated into this proposal and maintained for the lifetime of the proposal.</p> <p>11. Land affected by contamination - Submission of Remediation Scheme</p> <p>No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been prepared, submitted to and been approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.</p> <p>Reason: To ensure that risks from land contamination is understood prior to works on site both during the construction phase to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development</p>

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	<p>can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.</p> <p>12. Land affected by contamination - Implementation of Approved Remediation Scheme</p> <p>In the event that contamination is found, no development other than that required to be carried out as part of an approved scheme of remediation shall take place until the approved remediation scheme has been carried out in accordance with its terms. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works.</p> <p>Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and be approved in writing of the Local Planning Authority.</p> <p>Reason: To ensure that risks from land contamination both during the construction phase and to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.</p> <p>13. Highway Condition Survey</p> <p>No development shall take place (including investigation work, demolition, siting of site compound/welfare facilities) until a survey of the condition of the adopted highway has been submitted to and approved in writing by the Local Planning Authority. The extent of the area to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:</p> <ul style="list-style-type: none"> o A plan to a scale of 1:1000 showing the location of all defects identified; o A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions at the time of the survey. <p>No building or use hereby permitted shall be occupied or the use commenced until any damage to the adopted highway has been made good to the satisfaction of the Highway Authority.</p> <p>Reason: To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer.</p> <p>14. Temporary Access to the Site</p> <p>No development shall take place until a plan that shows any temporary access from the adopted highway and the routes construction traffic will use has been submitted to and approved in writing by the Local Planning Authority.</p>

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	<p data-bbox="389 286 932 320">Reason: In the interest of highway safety.</p> <p data-bbox="296 353 1018 387">15. Structure Adjacent To/Within 6m of the Highway</p> <p data-bbox="389 421 1394 622">No development shall take place until an Approval In Principle (AiP) Structural Report setting out how any structures within 6 metres of the edge of the adopted highway (and outside of this limit where the failure of any structures would affect the safety of road users) will be assessed, excavated, constructed, strengthened or demolished has been submitted to and approved in writing by the Local Planning Authority.</p> <p data-bbox="389 656 1404 723">Reason: To ensure the works safeguard the structural integrity of the adopted highway during the demolition and construction phase of the development.</p> <p data-bbox="296 757 960 790">16. Highway works - General arrangement plan</p> <p data-bbox="389 824 1382 992">No development shall take place until general arrangement plans to a scale of 1:200 showing the following works to the adopted highway has been submitted to and approved in writing by the Local Planning Authority demonstrating how the following works would be carried out to an adoptable standard.</p> <ul style="list-style-type: none"> <li data-bbox="389 1025 1404 1160">i) Dedication of land adjacent to path between Gordon Road and Lower Ashley Road as highway and the extent of any other stopping up, diversion or dedication of new highway (including all public rights of way shown on the definitive map and statement); <li data-bbox="389 1193 1404 1261">ii) Associated ancillary works including but not limited to lighting, signing, lining, drainage, resurfacing and street furniture; <li data-bbox="389 1294 1366 1395">iii) Introduction of double yellow lines to the turning head at the end of Gordon Road through Traffic Regulation Order and alterations to any other waiting restrictions or other Traffic Regulation Orders to enable the works; <li data-bbox="389 1429 1350 1496">iv) Existing levels of the finished highway tying into building threshold levels; <li data-bbox="389 1529 1024 1563">v) Structures on or adjacent to the highway; <p data-bbox="389 1597 1340 1697">No development shall take place over the route of any public right of way prior to the confirmation of a Town & Country Planning Act 1990 path diversion/stopping up order.</p> <p data-bbox="389 1731 1321 1865">These works shall then be completed to the satisfaction of the Highway Authority and approved in writing by the Local Planning Authority to a timetable to be agreed with the Local Planning Authority prior to the commencement of the development hereby approved.</p> <p data-bbox="389 1899 1388 2033">Reason: In the interests of public safety and to ensure that all road works associated with the proposed development are: planned; approved in good time (including any statutory processes); undertaken to a standard approved by the Local Planning Authority and are completed before occupation.</p>

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	<p>17. Construction Environmental Management Plan - Major Development</p> <p>No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:</p> <ol style="list-style-type: none"> 1. A construction programme including phasing of works and construction methodology; 2. 24 hour emergency contact number; 3. Hours of operation (including deliveries and removal of plant, equipment, machinery and waste from the site) plus procedure for emergency deviation from permitted hours; 4. Expected number, type and size of vehicles accessing the site including cranes; 5. Details of management of deliveries, waste, equipment, plant, works, visitors- the use of a consolidation operation or scheme for the delivery of materials and goods; 6. On-site facilities (i.e. portacabins) and locations for storage of plant/waste/construction materials; 7. Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads; 8. Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site; 9. Arrangements for the turning of vehicles, to be within the site unless completely unavoidable. Arrangements to receive abnormal loads or unusually large vehicles and swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available; 10. Any necessary temporary traffic management measures; 11. Measures to protect vulnerable road users (cyclists and pedestrians); 12. Arrangements for temporary facilities for any bus stops or routes; 13. Method of preventing mud being carried onto the highway; 14. Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): 15. Travel planning: car sharing, use of local workforce, parking facilities for staff and visitors, a scheme to encourage the use of public transport and cycling; 16. Methods of communicating the Construction Environmental Management Plan to staff, visitors and neighbouring residents and businesses and procedures for maintaining good public relations including complaint management, public consultation and liaison. Bristol City Council encourages all contractors to be 'Considerate Contractors' when working in the city by being aware of the needs of neighbours and the environment. 17. Arrangements for liaison with the Council's Pollution Control Team; 18. Mitigation measures as defined in BS 5528: Parts 1 and 2 : 2009 Noise and Vibration Control on Construction and Open Sites shall be used to minimise noise disturbance from construction works. 19. Control measures for dust and other air-borne pollutants. This must also take into account the need to protect any local resident who may have a particular susceptibility to air-borne pollutants.

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	<p data-bbox="389 255 1370 320">20. Measures for controlling the use of site lighting whether required for safe working or for security purposes.</p> <p data-bbox="389 356 1390 488">Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development and in the interests of the amenities of surrounding occupiers during the construction of the development.</p> <p data-bbox="296 524 687 555">Pre occupation condition(s)</p> <p data-bbox="296 591 895 622">18. Travel Plan Statement - Not Submitted</p> <p data-bbox="389 658 1406 857">No building or use hereby permitted shall be occupied or use commenced until a Travel Plan Statement comprising immediate, continuing and long-term measures to promote and encourage alternatives to single-occupancy car use has been prepared, submitted to and approved in writing by the Local Planning Authority. The Approved Travel Plan Statement shall be implemented in accordance with the measures set out in therein.</p> <p data-bbox="389 893 1353 1025">Within three months of occupation, evidence of the implementation of the measures set out in the Travel Plan Statement has been submitted to and approved in writing by the Local Planning Authority unless alternative timescales are agreed in writing.</p> <p data-bbox="389 1061 1382 1160">Reason: To support sustainable transport objectives including a reduction in single occupancy car journeys and the increased use of public transport, walking and cycling.</p> <p data-bbox="296 1196 1347 1227">19. Completion of Vehicular Access and Parking - Shown on Approved Plans</p> <p data-bbox="389 1263 1406 1529">No building or use hereby permitted shall be occupied or use commenced until the means of vehicular access (including dropped kerbs) and car/ vehicle parking area has been constructed and completed in accordance with the approved plans and the said means of vehicular access shall thereafter be retained for access purposes only for the lifetime of the development. Thereafter the parking area shall be kept free of obstruction and available for the parking of vehicles associated with the development only and not for any other purpose.</p> <p data-bbox="389 1565 1406 1798">Any access point opening onto the adopted highway shall include suitable drainage provision within the curtilage of the site, to prevent the discharge of any surface water onto the adopted highway. Driveways/vehicle parking areas accessed from the adopted highway must be properly consolidated and surfaced, (not loose stone, gravel or grasscrete) and subsequently maintained in good working order at all times thereafter for the lifetime of the development.</p> <p data-bbox="389 1834 1315 1899">Reason: To ensure that the vehicular access point is safe and includes adequate drainage and is constructed to an acceptable standard.</p> <p data-bbox="296 1935 1390 1966">20. Completion and Maintenance of Cycle Provision - Shown on approved plans</p> <p data-bbox="389 2002 1406 2101">No building or use hereby permitted shall be occupied or the use commenced until the cycle parking provision shown on the approved plans has been completed, and thereafter, be kept free of obstruction and available for the</p>

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	<p>parking of cycles only.</p> <p>Reason: To ensure the provision and availability of adequate cycle parking.</p> <p>21. Implementation/Installation of Refuse Storage and Recycling Facilities – Shown on Approved Plans</p> <p>No building or use hereby permitted shall be occupied or use commenced until the refuse store and area/facilities allocated for storing of recyclable materials, as shown on the approved plans have been completed in accordance with the approved plans.</p> <p>Thereafter, all refuse and recyclable materials associated with the development shall either be stored within this dedicated store/area, as shown on the approved plans, or internally within the building(s) that form part of the application site. No refuse or recycling material shall be stored or placed for collection on the adopted highway (including the footway), except on the day of collection.</p> <p>Reason: To safeguard the amenity of the occupiers of adjoining premises; protect the general environment; prevent any obstruction to pedestrian movement and to ensure that there are adequate facilities for the storage and recycling of recoverable materials.</p> <p>22. Waste Management Plan</p> <p>No building or use hereby permitted shall be occupied or use commenced until a waste management plan setting out how waste will be stored and collected has been prepared, submitted to and approved in writing by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved waste management plan for the lifetime of the development.</p> <p>Reason: To ensure appropriate waste management facilities are provided to accommodate all waste generated by the development.</p> <p>23. Artificial Lighting (external)</p> <p>No building or use hereby permitted shall be occupied or use commenced until a report detailing the lighting scheme and predicted light levels at neighbouring residential properties has been submitted to and been approved in writing by the Local Planning Authority.</p> <p>Artificial lighting to the development must conform to requirements to meet the Obtrusive Light Limitations for Exterior Lighting Installations for Environmental Zone - E2 contained within Table 1 of the Institute of Light Engineers Guidance Notes for the Reduction of Obtrusive Lighting, GN01, dated 2005.</p> <p>Reason: In order to safeguard the amenities of adjoining residential occupiers.</p> <p>24. Broadband</p> <p>No building or use hereby permitted shall be occupied or use commenced</p>

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	<p>until evidence of the provision of 'next generation broadband' has been submitted to and approved in writing by the Local Planning Authority. This should be in the form of evidence that the development has been registered with BT on the BT Openreach website, with Virgin Media on the Virgin Media website, or an alternative provider. Registration should show the speed rating/specification of the connection. Prior to occupation, the development shall be connected to the broadband infrastructure to achieve the speeds stated.</p> <p>Reason: To show that residents and businesses will have access to ultrafast broadband from occupation.</p> <p>25. Bird boxes/bricks and bat roosting opportunities</p> <p>Prior to the first occupation of the development hereby approved, details provided by a qualified ecological consultant shall be submitted to and approved in writing by the Local Planning Authority providing the specification, orientation, height and location for built-in bird nesting and bat roosting opportunities integrated within the building and shown on a site plan with compass directions marked on it. This shall include six built-in swift bricks or boxes and two built-in bat boxes. Development shall be undertaken in accordance with the approved details prior to the first occupation of the development.</p> <p>Reason: To help conserve legally protected bats and birds which include priority species.</p> <p>26. Land affected by contamination - Reporting of Unexpected Contamination</p> <p>In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken and where remediation is necessary a remediation scheme must be prepared in accordance with the requirements of Condition 12, which is to be submitted to and be approved in writing by the Local Planning Authority.</p> <p>Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with Condition 12.</p> <p>Reason: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors.</p> <p>27. Flood Evacuation Plan - Residential Property</p> <p>No building or use hereby permitted shall be occupied or the use commenced until the applicant has submitted to and had approved in writing by the Local Planning Authority a Flood Warning and Evacuation Plan (FEP). This Plan shall include the following information:</p>

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	<p data-bbox="389 253 916 286">During Demolition/Construction Process</p> <ul style="list-style-type: none"> <li data-bbox="389 322 1318 387">* command & control (decision making process and communications to ensure activation of FEP); <li data-bbox="389 389 1374 454">* training and exercising of personnel on site (H& S records of to whom and when); <li data-bbox="389 456 1262 521">* flood warning procedures (in terms of receipt and transmission of information and to whom); <li data-bbox="389 524 983 557">* site evacuation procedures and routes; and, <li data-bbox="389 560 1318 624">* provision for identified safe refuges (who goes there and resources to sustain them). <p data-bbox="389 660 852 694">During Occupation of Development</p> <ul style="list-style-type: none"> <li data-bbox="389 730 1358 763">* occupant awareness of the likely frequency and duration of flood events; <li data-bbox="389 766 959 799">* safe access to and from the development; <li data-bbox="389 801 1358 866">* subscription details to Environment Agency flood warning system, 'Flood Warning Direct'. <p data-bbox="389 902 1404 967">Reason: To limit the risk of flooding by ensuring the provision of a satisfactory means of flood management on the site.</p> <p data-bbox="296 1003 719 1037">Post occupation management</p> <p data-bbox="296 1072 568 1106">28. Walls/Fences</p> <p data-bbox="389 1137 1398 1294">Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no fences, gates or walls shall be erected within the curtilage of the dwellinghouse(s) hereby permitted forward of any wall of the dwellinghouse(s) which fronts onto a road.</p> <p data-bbox="389 1330 1326 1364">Reason: In the interests of visual amenity and the character of the area.</p> <p data-bbox="296 1400 660 1433">29. No Further Windows</p> <p data-bbox="389 1464 1398 1666">Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any Order revoking and/or re-enacting that Order) no windows, other than those shown on the approved plans shall at any time be placed in any elevation of the building hereby permitted without the grant of a separate planning permission from the Local Planning Authority.</p> <p data-bbox="389 1702 1270 1767">Reason: To safeguard the amenities of the adjoining premises from overlooking and loss of privacy.</p> <p data-bbox="296 1803 727 1836">30. Restriction of use of roofs</p> <p data-bbox="389 1868 1390 1977">The flat roof areas of the building hereby permitted shall not be used as balconies, roof gardens or similar external amenity areas without the grant of further specific planning permission from the Local Planning Authority.</p> <p data-bbox="389 2013 1211 2047">Reason: To safeguard the amenities of the adjoining premises.</p>

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	<p>31. Restriction of noise from plant and equipment</p> <p>The rating level of any noise generated by plant & equipment as part of the development shall be at least 5 dB below the background level as determined by BS4142: 2014 Methods for rating and assessing industrial and commercial sound.</p> <p>Reason: To safeguard the amenity of nearby premises and the area generally.</p> <p>List of approved plans</p> <p>32. List of approved plans and drawings</p> <p>The development shall conform in all aspects with the plans and details shown in the application as listed below, unless variations are agreed by the Local Planning Authority in order to discharge other conditions attached to this decision.</p> <p>1270-2019-002A Site location plan, received 15 May 2020 L(SK)000 E Ground floor plan, received 21 April 2020 L(SK)001 E First floor plan, received 21 April 2020 L(SK)002 F Second floor plan, received 21 April 2020 L(SK)003 F Third floor plan, received 21 April 2020 P17-2959.004A Landscape masterplan, received 22 June 2020 L(SK)010 C South and West elevations, received 21 April 2020 L(SK)011 C North and East elevations, received 21 April 2020 Energy statement, received 15 May 2020 L(SK) B01 Proposed Basement Plan, received 21 April 2020 L(SK) 004 A Proposed Roof Plan, received 21 April 2020 SK 015 A Proposed Sections, received 21 April 2020 L(SK)014 Proposed Fragment Elevation, received 21 April 2020</p> <p>Reason: For the avoidance of doubt.</p> <p>Advices</p> <p>1 Right of light: The building/extension that you propose may affect a right of light enjoyed by the neighbouring property. This is a private right which can be acquired by prescriptive uses over 20 years; as such it is not affected in any way by the grant of planning permission.</p> <p>2 Contaminated land: It is suggested that the certificate of remediation referred to in Condition No. 12 should be along the lines of:-</p> <p>"This is to certify that the scheme of decontamination and reclamation at the site known as **** in relation to Planning Application No. **** was carried out between the dates of **** and **** and was completed in accordance with the specification detailed in the document reference **** and titled ****, which were designed to afford protection from contamination on the site to all known receptors (in this context contamination and receptor have the same definition as in part 2(a) of the Environment and Protection Act 1990)".</p> <p>The certificate should be signed and dated.</p>

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	<p data-bbox="304 286 1390 421">3 Nesting birds: Anyone who takes, damages or destroys the nest of any wild bird whilst that nest is in use or being built is guilty of an offence under the Wildlife and Countryside Act 1981 and prior to commencing work you should ensure that no nesting birds will be affected.</p> <p data-bbox="304 456 1398 723">4 Bats and bat roosts: Anyone who kills, injures or disturbs bats, obstructs access to bat roosts or damages or disturbs bat roosts, even when unoccupied by bats, is guilty of an offence under the Wildlife and Countryside Act 1981, the Countryside and Rights of Way Act 2000 and the Conservation (Natural Habitats, &c.) Regulations Act. Prior to commencing work you should ensure that no bats or bat roosts would be affected. If it is suspected that a bat or bat roost is likely to be affected by the proposed works, you should consult English Nature (Taunton office 01823 283211).</p> <p data-bbox="304 759 783 790">5 Works on the Public Highway</p> <p data-bbox="392 826 1406 992">The development hereby approved includes the carrying out of work on the adopted highway. You are advised that before undertaking work on the adopted highway you must enter into a highway agreement under Section 278 of the Highways Act 1980 with the council, which would specify the works and the terms and conditions under which they are to be carried out.</p> <p data-bbox="392 1028 1401 1162">Contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk allowing sufficient time for the preparation and signing of the Agreement. You will be required to pay fees to cover the council's costs in undertaking the following actions:</p> <ul style="list-style-type: none"> <li data-bbox="392 1198 794 1229">I. Drafting the Agreement <li data-bbox="392 1232 1358 1263">II. A Monitoring Fee equivalent to 15% of the planning application fee <li data-bbox="392 1265 879 1296">III. Approving the highway details <li data-bbox="392 1299 874 1330">IV. Inspecting the highway works <p data-bbox="392 1366 1401 1498">NB: Planning permission is not permission to work in the highway. A Highway Agreement under Section 278 of the Highways Act 1980 must be completed, the bond secured and the Highway Authority's technical approval and inspection fees paid before any drawings will be considered and approved.</p> <p data-bbox="304 1534 804 1565">6 Traffic Regulation Order (TRO)</p> <p data-bbox="392 1601 1406 1800">You are advised that a Traffic Regulation Order (TRO) is required. You must submit a plan to a scale of 1:1000 of an indicative scheme for a TRO, along with timescales for commencement and completion of the development. Please be aware that the statutory TRO process is not straightforward; involving the public advertisement of the proposal(s) and the resolution of any objections.</p> <p data-bbox="392 1836 1390 2002">You should expect a minimum of six months to elapse between the Highway Authority's TRO Team confirming that it has all the information necessary to enable it to proceed and the TRO being advertised. You will not be permitted to implement the TRO measures until the TRO has been sealed, and we cannot always guarantee the outcome of the process.</p> <p data-bbox="392 2038 1302 2098">We cannot begin the TRO process until the appropriate fee has been received. To arrange for a TRO to be processed contact the Highway</p>

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	<p data-bbox="391 255 1145 320">Authority's Transport Development Management Team at transportdm@bristol.gov.uk</p> <p data-bbox="391 353 1374 454">N.B. The cost of implementing any lining, signing or resurfacing required by the TRO is separate to the TRO fees, which solely cover the administration required to prepare, consult, amend and seal the TRO.</p> <p data-bbox="304 495 1378 589">7 Wessex Water requirements: It will be necessary to comply with Wessex Water's main drainage requirements and advice and further information can be obtained from http://www.wessexwater.co.uk.</p> <p data-bbox="304 629 1398 757">8 The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.</p> <p data-bbox="391 792 1294 857">Further information is also available on the Coal Authority website at: www.gov.uk/government/organisations/the-coal-authority</p> <p data-bbox="304 898 1066 925">9 Impact on the highway network during construction</p> <p data-bbox="391 965 1401 1294">The development hereby approved and any associated highway works required, is likely to impact on the operation of the highway network during its construction (and any demolition required). You are advised to contact the Highway Authorities Network Management Team at traffic@bristol.gov.uk before undertaking any work, to discuss any temporary traffic management measures required, such as footway, Public Right of Way, carriageway closures or temporary parking restrictions a minimum of eight weeks prior to any activity on site to enable Temporary Traffic Regulation Orders to be prepared and a programme of Temporary Traffic Management measures to be agreed.</p> <p data-bbox="304 1335 1369 1400">10 Restriction of Parking Permits - Future Controlled Parking Zone/Residents Parking Scheme</p> <p data-bbox="391 1435 1401 1630">You are advised that the Local Planning Authority has recommended to the Highways Authority that on the creation of any Controlled Parking Zone/Residents Parking Scheme area which includes the development, that the development shall be treated as car free / low-car and the occupiers are ineligible for resident parking permits as well as visitors parking permits if in a Residents Parking Scheme.</p> <p data-bbox="304 1671 1406 1765">11 Wales and West Utilities gas pipelines may be at risk during construction and you should contact PlantProtectionEnquiries@wwutilites.co.uk before starting any work.</p> <p data-bbox="304 1805 1398 1832">12 You are advised that the planting season is normally November to February.</p> <p data-bbox="304 1872 1398 2000">13 A felling licence may be required for the felling of over 5 cubic metres of wood. Exemptions from the requirement to obtain a felling licence are set out in Section 9 of the Forestry Act 1967. For more information please go to www.gov.uk/guidance/apply-online-for-a-felling-licence.</p> <p data-bbox="304 2040 1406 2098">14 Please note that this planning application has been assessed against current planning legislation only. The applicant (or any subsequent owner or</p>

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	<p>developer) is therefore reminded that the onus of responsibility to ensure the proposed cladding installation meets current fire safety regulations lies fully with them and that they are legally obliged to apply for the relevant Building Regulations.</p>
15	<p>Highway Condition Survey</p> <p>The development hereby approved includes the carrying out of a Highway Condition Survey. To agree the extent of the area to be surveyed contact the Highway Authority's Transport Development Management Team at transportDM@bristol.gov.uk</p>
16	<p>Street Name and Numbering</p> <p>You are advised that to ensure that all new properties and streets are registered with the emergency services, Land Registry, National Street Gazetteer and National Land and Property Gazetteer to enable them to be serviced and allow the occupants access to amenities including but not limited to; listing on the Electoral Register, delivery services, and a registered address on utility companies databases, details of the name and numbering of any new house(s) and/or flats/flat conversion(s) on existing and/or newly constructed streets must be submitted to the Highway Authority.</p> <p>Any new street(s) and property naming/numbering must be agreed in accordance with the Councils Street Naming and Property Numbering Policy and all address allocations can only be issued under the Town Improvement Clauses Act 1847 (Section 64 & 65) and the Public Health Act 1925 (Section 17, 18 & 19). Please see www.bristol.gov.uk/registeraddress</p>
17	<p>Sustainable Drainage System (SUDS)</p> <p>The development hereby approved includes the construction/provision of a sustainable drainage system. You are advised to contact the Highway Authority's Flood Risk Management Team at flood.data@bristol.gov.uk before any works commence.</p>
18	<p>Structure Adjacent To/Within 6m of the Highway</p> <p>The development hereby approved includes the construction of structures adjacent to or within six metres of the adopted highway. You are advised that before undertaking any work on the adopted highway you must prepare and submit an AiP Structural Report.</p> <p>You will be required to pay technical approval fees (as determined by the proposed category of structure to be assessed) before the report will be considered and approved. Contact the Highway Authority's Bridges and Highway Structures Team at bridges.highways@bristol.gov.uk</p>
19	<p>Travel Plan Statement / Travel Plan - Not Submitted</p> <p>You are advised that a Travel Plan Statement / Travel Plan is required to be prepared and submitted using the Travel Plan Guide for New Developments and the associated templates at www.bristol.gov.uk/travelplans</p>
20	<p>Construction site noise: Due to the proximity of existing noise sensitive</p>

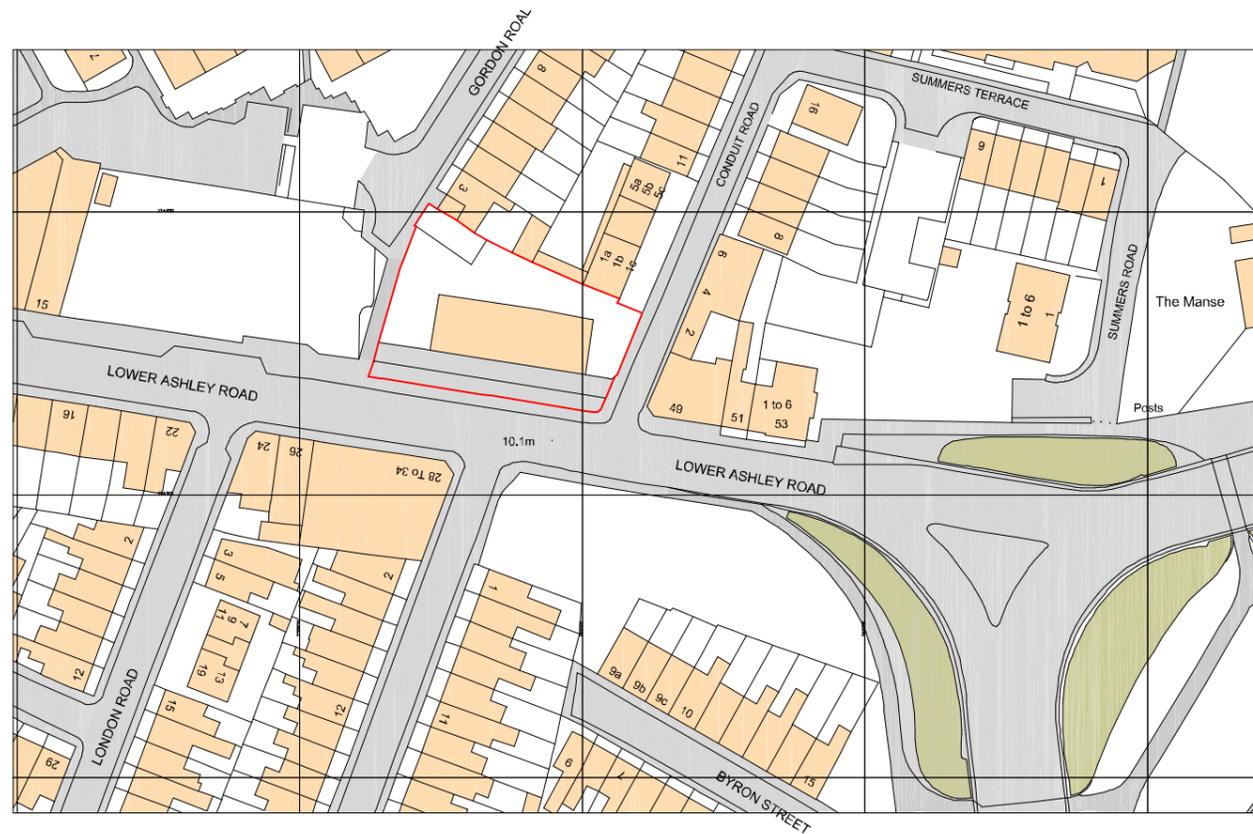
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	<p>development and the potential for disturbance arising from contractors' operations, the developers' attention is drawn to Section 60 and 61 of the Control of Pollution Act 1974, to BS 5528: Parts 1 and 2: 2009 Noise and Vibration Control on Construction and Open Sites code of practice for basic information and procedures for noise and vibration control" and the code of practice adopted by Bristol City Council with regard to "Construction Noise Control". Information in this respect can be obtained from Pollution Control, City Hall, Bristol City Council, PO Box 3176, Bristol BS3 9FS.</p>
21	<p>District Heating future-proofed connection</p> <p>Details to demonstrate how a development has been future-proofed to connect to a heat network should include:</p> <ul style="list-style-type: none"> o Provision of a single plant room, located adjacent to the planned (or if not planned, likely) heat network route, producing all hot water via a communal heating system, including engineering measures to facilitate the connection of an interfacing heat exchanger; o The design of space heating and domestic hot water services systems in order to achieve consistently low return temperatures in line with the CIBSE: Heat Networks Code of Practice for the UK (or other future replacement standard) o Space identified for the heat exchanger; o Provisions made in the building fabric such as soft-points in the building walls to allow pipes to be routed through from the outside to a later date; and o External (where detail is available) and internal district heat pipework routes identified and safeguarded. o Provision for monitoring equipment as specified by the DH provider. o Provision of contact details of the person(s) responsible for the development's energy provision for the purpose of engagement over future connection to a network.
22	<p>PV System</p> <p>The projected annual yield and technical details of the installed system will be provided by the Micro-generation Certification Scheme (MCS) approved installer.</p> <p>The impact of shading on the annual yield of the installed PV system (the Shading Factor) should be calculated by an MCS approved installer using the Standard Estimation Method presented in the MCS guidance.</p>
23	<p>Noise - plant & equipment</p> <p>Anti vibration mounts should be used to isolate plant from fixed structures and a flexible connector used to connect the flue to the fan if there is a potential to transmit vibration to any noise sensitive property. Any systems will also need regular maintenance so as to reduce mechanical noise.</p>
24	<p>Tree planting</p> <p>- Tree planting on Conduit Road should be at ground floor level with uninterrupted access to the soil (i.e. the area to be undivided without walls is to be maximised. Details must be supplied);</p>

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	<p>- Tree planting on Lower Ashley Road: Further advice is to be sought from the Council's Arboriculture Team regarding tree pit requirements and creating excellent soil environments on constrained sites. It is estimated that the planting of 3 small tree species can be achieved in this location. A recommended example species would be Crataegus monogyna Stricta - a small tree - 3-5m, hardy, salt spray tolerant, native (wildlife benefits) with a very narrow form, which can be managed away from the building and pavement.</p>
25	<p>Flues, ducts and extract systems: The technical details of the flues, ducting, extract system, filters etc. and their continuing operation should be the subject of detailed discussion and agreement with council officers. These areas of operation come within the controls of the Environmental Protection Act 1990, and it is important to establish and implement the requirements of this legislation.</p>
26	<p>The Crime Prevention Advisor recommends that:</p> <ul style="list-style-type: none"> o The entrance gate on the west elevation undercroft parking area should be incorporated into the access control system and meet LPS 1175 SR2. o Ground floor glazing should meet requirements of BS EN 356:2000 P1A. o Developments of over 25 flats, apartments, bedsits or bedrooms can suffer adversely from anti-social behaviour due to unrestricted access to all areas and floors of the building. Therefore we would advise the use of access control to prevent unlawful free movement throughout the building (Secured by Design - Homes 2019 document). o The Council's Urban Living Supplementary Planning Document advises that 'Where access cores serve 4 or more dwellings, an access control system with entry phones linked to a main front door with electronic lock release should be provided in all dwellings'. We would add that the visitor door entry system should also allow the resident to see the caller on a colour monitor and be capable of capturing (recording) images in colour of people using the door entry panel and store for those for at least 30 days. o The entrance lobby appears to show communal surface mounted letter boxes, we would recommend that these meet the requirements of TS 009. o The affordable housing element will have to satisfy the Local Planning Authority's Affordable Housing Practice Note (April 2018), which needs to meet the Housing Corporations 'Design and Quality Standards (published April 2007). This states 'ensure that the scheme design reflects advice obtained from local crime prevention design advisors...' and 'obtain Secured by Design certification wherever possible'.

Supporting Documents

1. 31-45 Lower Ashley Road

1. Location plan
2. Proposed landscape plan
3. Proposed basement plan
4. Proposed ground floor plan
5. Proposed first floor plan
6. Proposed second floor plan
7. Proposed third floor plan
8. Proposed roof plan
9. Proposed South & West elevations
10. Proposed East & North elevations
11. Proposed sections
12. Proposed 3D image – S & E elevations
13. Proposed 3D image – S & W elevation
14. Approved elevations – extant student scheme – 18.05532.M & 15.05530.P
15. Approved landscape plan – extant student scheme – 18.05532.M & 15.05530.P



Location Plan
(Scale 1:1250)



<table border="1"> <thead> <tr> <th>Revision</th> <th>Date</th> <th>Revision Details</th> </tr> </thead> <tbody> <tr><td>Rev.A</td><td>-</td><td>-</td></tr> <tr><td>Rev.B</td><td>-</td><td>-</td></tr> <tr><td>Rev.C</td><td>-</td><td>-</td></tr> <tr><td>Rev.D</td><td>-</td><td>-</td></tr> <tr><td>Rev.E</td><td>-</td><td>-</td></tr> <tr><td>Rev.F</td><td>-</td><td>-</td></tr> <tr><td>Rev.G</td><td>-</td><td>-</td></tr> <tr><td>Rev.H</td><td>-</td><td>-</td></tr> <tr><td>Rev.I</td><td>-</td><td>-</td></tr> <tr><td>Rev.J</td><td>-</td><td>-</td></tr> <tr><td>Rev.K</td><td>-</td><td>-</td></tr> <tr><td>Rev.L</td><td>-</td><td>-</td></tr> <tr><td>Rev.M</td><td>-</td><td>-</td></tr> </tbody> </table>	Revision	Date	Revision Details	Rev.A	-	-	Rev.B	-	-	Rev.C	-	-	Rev.D	-	-	Rev.E	-	-	Rev.F	-	-	Rev.G	-	-	Rev.H	-	-	Rev.I	-	-	Rev.J	-	-	Rev.K	-	-	Rev.L	-	-	Rev.M	-	-	<p>CLIENT: Claywater Homes Lower Rolleston Harracott Barnstaple EX31 3JF</p>	<p>NOTE: FIGURED DIMENSIONS TO BE WORKED FROM ONLY. REPORT ANY DISCREPANCIES TO THE SURVEYOR BEFORE PROCEEDING. DO NOT SCALE DRAWING.</p> <p>© Copyright</p>	<p>KEY:</p>	<p>CPG Claywater Planning Group</p> <p>Lower Rolleston Harracott Barnstaple EX31 3JF 01237 421985</p>	<p>Location Plan 31-45 Lower Ashley Road.</p> <table border="1"> <tr> <td>Scale: 1:1250</td> <td>Date: Apr 2020</td> <td>Rev</td> </tr> <tr> <td>Drawing Number: 1270-2019-002</td> <td></td> <td>A</td> </tr> </table>	Scale: 1:1250	Date: Apr 2020	Rev	Drawing Number: 1270-2019-002		A
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<p>Drawn: IB</p>																																																					

LANDSCAPE PRINCIPLES

The proposed landscape elements wrap around the building providing a buffer to the street and an element of privacy to the ground floor. Planting of varying texture and colour with year round interest is contained within brick walls. On conduit road the street scene is enhanced with fastigate varieties of tree within low shrub beds. Block paving complementing the buildings materials, marks the entrances to the building.

The amenity space to the rear is centrally located across 3 levels to accommodate topographic changes. It is fully accessible via a ramped path that wraps around the outer edge providing access to all parts of the space. Raised planting beds enclose the space and retain the paths across the level changes, as well as accommodating seating. These will be planted with a variety of low growing shrubs along with larger specimen shrubs and climbers trained up the boundary walls to provide height and interest.



- KEY**
- Application site boundary
 - Existing boundary wall at rear to be made good as necessary and rendered to match building. New sections, where required, to be brick topped with timber panels.
 - Rear amenity space - ground cover shrub planting within walled bed. Planting medium at no less than 200mm below top of wall. (Refer to indicative species list)
 - Rear amenity space - new wall and gated access between parking and amenity space. 1800mm high brick wall
 - Rear amenity space - shade tolerant climbing plants trained against wall. (Refer to indicative species list)
 - Rear amenity space - seating to edge of raised planting beds, FSC hardwood slats.
 - Conduit Road - proposed trees located in low level beds containing ground cover shrubs, edged with Marshall's Conservation Kerb 255 x 205 x 450mm or similar approved.
 - Wall wraps around building at front and sides containing private amenity space & shrub planting. Material: matching building bricks. Wall topped with black metal vertical railing in places.
 - Raised planted, formed from wall, between units. Planted with specimen shrubs.
 - Specimen shrubs/trees planted within ground cover shrubs in walled beds. (Refer to indicative species list)
 - Paving - blend of 4no. colours laid in stretcher bond. Marshalls 'La Linea' concrete textured paving 300 x 200 x 60mm or similar approved.
 - Paving - single colour laid in stretcher bond. Marshalls 'La Linea' concrete textured paving 400 x 400 x 60mm or similar approved.
 - Ramp paving - single colour laid in stack bond. Marshalls 'La Linea' concrete textured paving 400 x 400 x 60mm or similar approved.
 - Proposed fixed decorative panel
 - Proposed hinged decorative panel forming access gate
 - Decorative aggregate/gravel strip
 - Existing city map/info-board
 - Existing pedestrian crossing



INDICATIVE PLANTING

Lower Ashley Road/Gordon Road Access

SHRUB/HERBACEOUS MIX - Low Wall

Plant Species	Size/height/spread (cm)	Density m ²
Choisya x dewitteana 'White Dazzler'	5L 30-40cm	4
Euphorbia amygaloides 'Robbiae'	5L 30-40cm	5
Lonicera nitida 'May Green'	5L 30-40cm	4
Potentilla frutosa 'Abbotswood'	5L 30-40cm	4

SPECIMEN SHRUBS - High Planter

Plant Species	Size/height/spread (cm)
Phormium cookianum 'Tricolour'	10-12L triple crown
Hedera helix 'Green Ripple,'	3L min 3 shoots

TREES - Corner Lower Ashley Rd/Gordon Rd Access

Plant Species	Size/height/spread (cm)
Juniperus scopulorum 'Skyrocket'	15L 150-180cm ht

Conduit Road

SHRUB/HERBACEOUS MIX

Plant Species	Size/height/spread (cm)	Density m ²
Bergenia cordifolia 'Silberlicht'	3L cover pot	6
Gaultheria procumbens	2L 15cm	6
Helleborus argutifolius	5L cover pot	5
Heuchera 'Palace Purple'	3L cover pot	6
Skimmia japonica 'Rubella'	5L 40-60cm	4
Vinca minor 'Alba'	2L cover pot	6

TREES

Plant Species	Size/height/spread (cm)
Carpinus betulus 'Frans Fontaine'	20-25cm girth, 450cm ht, min 250cm clear stem

Amenity Space to Rear of Building

SHRUB/HERBACEOUS MIX

Plant Species	Size/height/spread (cm)	Density m ²
Ajuga reptans	3L cover pot	6
Bergenia cordifolia 'Silberlicht'	3L cover pot	6
Gaultheria procumbens	2L 15cm	6
Helleborus argutifolius	5L cover pot	5
Heuchera 'Palace Purple'	3L cover pot	6
Pachysandra terminalis	5L cover pot	5
Vinca minor 'Alba'	2L cover pot	6

SPECIMEN SHRUBS & CLIMBING PLANTS

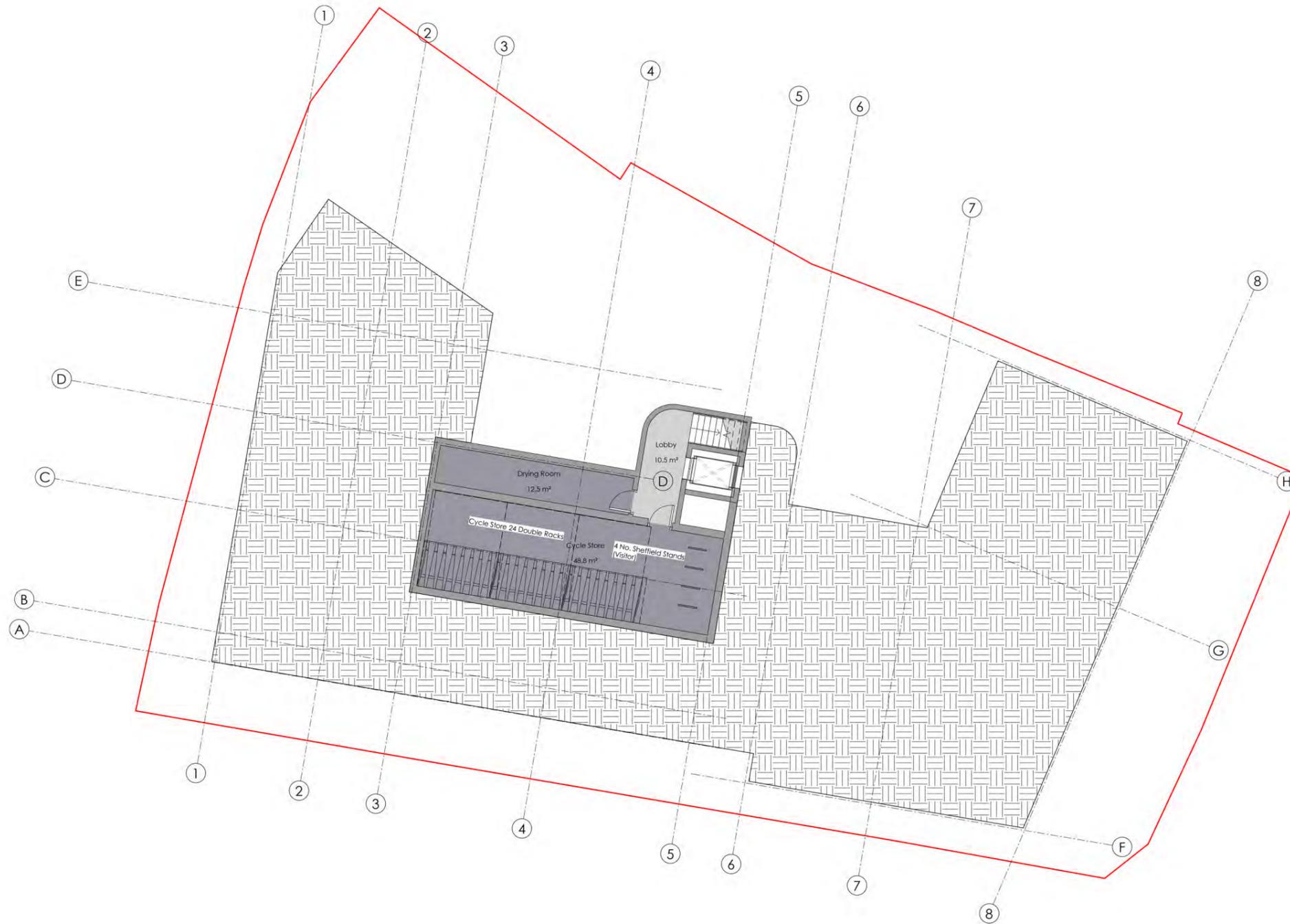
Plant Species	Size/height/spread (cm)
Fatsia japonica	10-12L 60-80cm
Mahonia x media 'Charity'	10-12L 60-80cm
Skimmia japonica 'Rubella'	10-12L 60-80cm
Clematis montana var. Grandiflora	5-7.5L min 3 shoots
Hydragea seemanii	7.5L min 4 breaks

Rev	Date	By	Note
A	09.12.19	LB	Boundary treatment amends
-	12.11.19	LB	Initial draft

Lower Ashley Road, St Pauls, Bristol
Landscape Masterplan

Client: Claywater Homes Ltd
 DRWG No: P17-2959.004 REV: A
 Drawn by: LB Approved by: FH
 Date: 12/11/2019
 Scale: 1:200 @ A2





Overall GIA: 72.5m2

One Bed Apartment

Two Bed Apartment



REV - - Planning Amendment - 24.11.2019

BLOCK³ ARCHITECTS <small>HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk</small>	<small>TITLE:</small> L.A.R. 31-45 Lower Ashley Road, St Pauls, Bristol Part Basement Level Plan - For Planning Approval	
	<small>DRG. NO:</small> L (Sk) B01	<small>SCALE:</small> 1:200 @ A3
<small>DATE:</small> November 2019	<small>REV:</small> -	



Overall GIA: 513.7m2

One Bed Apartment
 Two Bed Apartment



REV E - Planning Amendment - 24.11.2019
 REV D - For Planning Approval - 28.04.2019
 REV C - For Information - 18.03.2019
 REV B - For Information - 11.03.2019
 REV A - For Information - 20.02.2019

BLOCK³ ARCHITECTS		TITLE: L.A.R. 31-45 Lower Ashley Road, St Pauls, Bristol Ground Floor Plan - For Planning Approval	
		HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk	DRG. NO: L (Sk) 000 DATE: February 2019



Overall GIA: 553.9m2

One Bed Apartment

Two Bed Apartment



REV E - Planning Amendment - 24.11.2019
 REV D - For Planning Approval - 01.05.2019
 REV C - For Information - 18.03.2019
 REV B - For Information - 11.03.2019
 REV A - For Information - 20.02.2019

BLOCK³ ARCHITECTS <small>HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk</small>	<small>TITLE:</small> L.A.R. 31-45 Lower Ashley Road, St Pauls, Bristol First Floor Plan - For Planning Approval	
	<small>DRG. NO:</small> L (Sk) 001	<small>SCALE:</small> 1:200 @ A3
<small>DATE:</small> February 2019	<small>REV:</small> E	



Overall GIA: 574.3m²

One Bed Apartment
 Two Bed Apartment



REV F - For Planning Approval - 27.03.2020
 REV E - Planning Amendment - 24.11.2019
 REV D - For Planning Approval - 01.05.2019
 REV C - For Information - 18.03.2019
 REV B - For Information - 11.03.2019
 REV A - For Information - 20.02.2019

BLOCK³ ARCHITECTS		TITLE: L.A.R. 31-45 Lower Ashley Road, St Pauls, Bristol Second Floor Plan - For Planning Approval	
		DRG. NO: L (Sk) 002	SCALE: 1:200 @ A3
HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk	DATE: February 2019	REV: F	



Overall GIA: 414.5m2

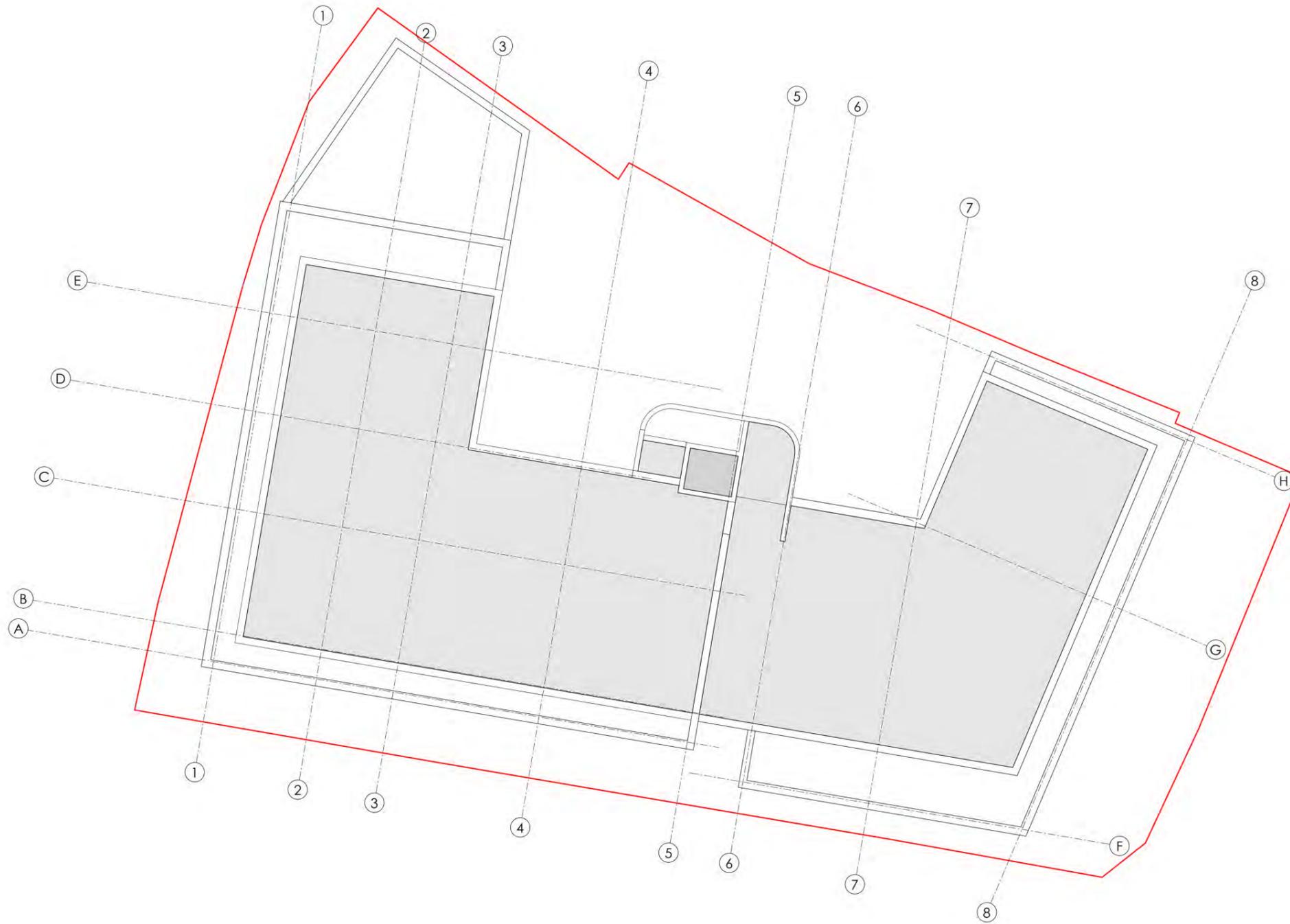
One Bed Apartment

Two Bed Apartment



REV F - For Planning Approval - 27.03.2020
 REV E - Planning Amendment - 24.11.2019
 REV D - For Planning Approval - 01.05.2019
 REV C - For Information - 18.03.2019
 REV B - For Information - 11.03.2019
 REV A - For Information - 20.02.2019

BLOCK³ ARCHITECTS <small>HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB</small> <small>T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk</small>	<small>TITLE:</small> L.A.R. 31-45 Lower Ashley Road, St Pauls, Bristol Third Floor Plan - For Planning Approval	
	<small>DRG. NO:</small> L (Sk) 003	<small>SCALE:</small> 1:200 @ A3
<small>DATE:</small> February 2019	<small>REV:</small> F	



REV A - For Planning Approval - 27.03.2020
 REV - - Planning Amendment - 24.11.2019

BLOCK³ ARCHITECTS <small>HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk</small>	<small>TITLE:</small> L.A.R. 31-45 Lower Ashley Road, St Pauls, Bristol Roof Plan - For Planning Approval	
	<small>DRG. NO: L (Sk) 004</small>	<small>SCALE: 1:200 @ A3</small>
<small>DATE: November 2019</small>	<small>REV: A</small>	



SOUTH ELEVATION



WEST ELEVATION

REV C - For Planning Approval - 27.03.20
 REV B - Planning Amendment - 24.11.19
 REV A - For Planning Approval - 01.05.19



BLOCK³ ARCHITECTS <small>HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB</small> <small>T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk</small>	<small>TITLE:</small> L.A.R. 31-45 Lower Ashley Road, St Pauls, Bristol Elevations - Preliminary Proposed	
	<small>DRG. NO: L (Sk) 010</small>	<small>SCALE: 1:100 @ A1</small>
<small>DATE: March 2019</small>	<small>REV: C</small>	



EAST ELEVATION

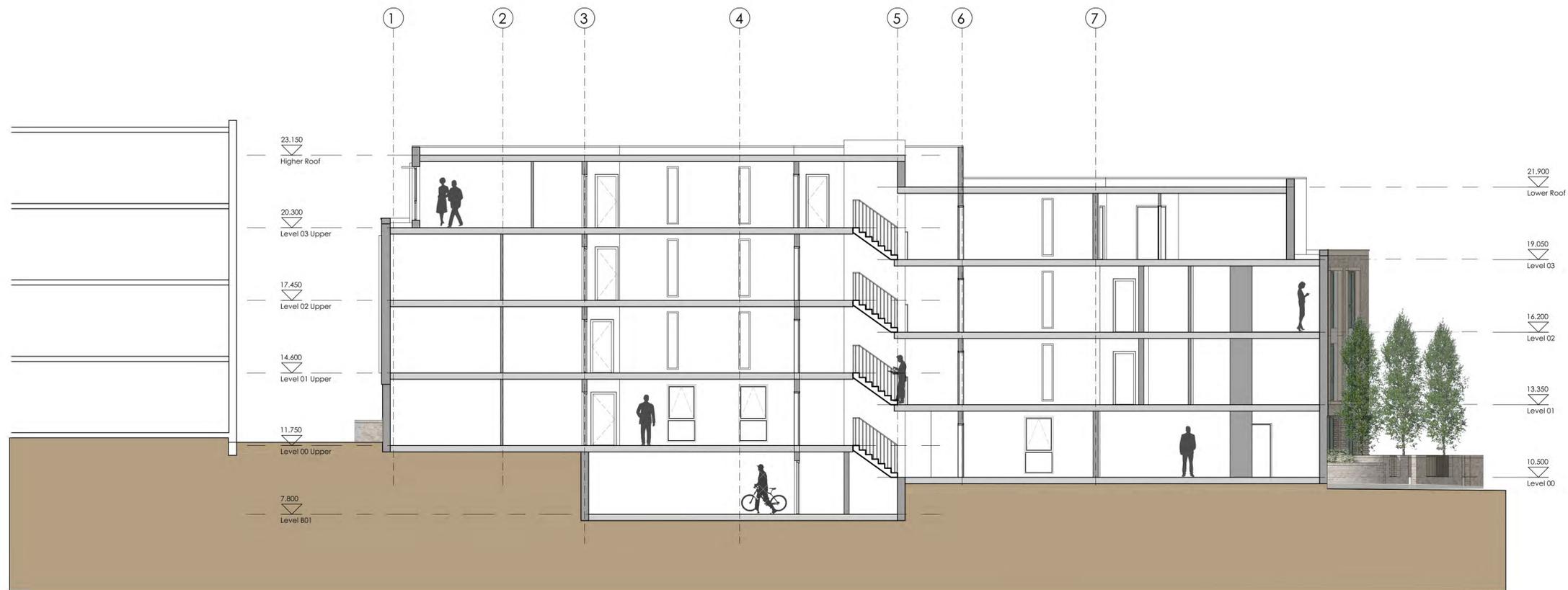


NORTH ELEVATION

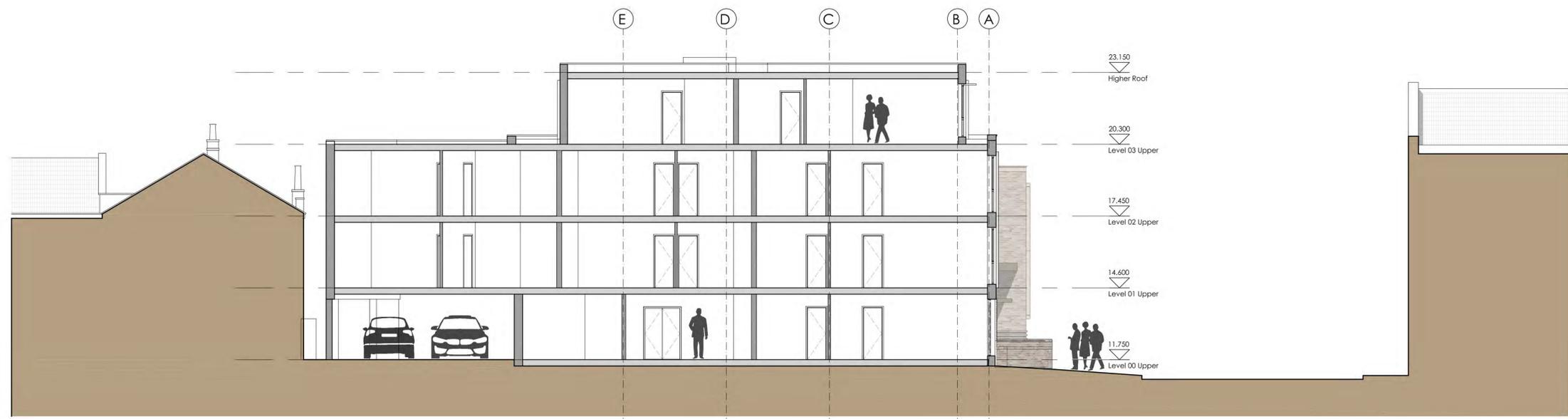
REV C - For Planning Approval - 27.03.20
 REV B - Planning Amendment - 24.11.19
 REV A - For Planning Approval - 01.05.19



BLOCK³ ARCHITECTS	TITLE: L.A.R. 31-45 Lower Ashley Road, St Pauls, Bristol Elevations - Preliminary Proposed	
	DRG. NO: L (Sk) 011	SCALE: 1:100 @ A1
HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk	DATE: March 2019	REV: C



SECTION A-A



SECTION B-B

REV A For Planning Approval - 27.03.20
 REV - - For Planning Approval - 24.11.19



BLOCK³ ARCHITECTS <small>HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk</small>	<small>TITLE:</small> L.A.R. 31-45 Lower Ashley Road, St Pauls, Bristol GA Sections	
	<small>DRG. NO:</small> L (Sk) 015	<small>SCALE:</small> 1:100 @ A1
<small>DATE:</small> Nov 2019	<small>REV:</small> A	



Rev A - For Information - March 2020

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	<small>DRG. NO:</small> L(MD)002	<small>SCALE:</small> N.T.S
<small>DATE:</small> March 2020	<small>REV:</small> A	



Rev A - For Information - March 2020

<p>BLOCK³ ARCHITECTS</p> <p>HOLLY COTTAGE, BAVENEY WOOD, NR KIDDERMINSTER, DY14 8JB</p> <p>T +44 (0)1299 841111 E info@b3a.co.uk W www.b3a.co.uk</p>	<p>TITLE: L.A.R. 31-45 Lower Ashley Road, Bristol Massing Model Development</p>	
	<p>DRG. NO: L(MD)001_ADS</p> <p>DATE: March 2020</p>	<p>SCALE: N.T.S</p> <p>REV: A</p>



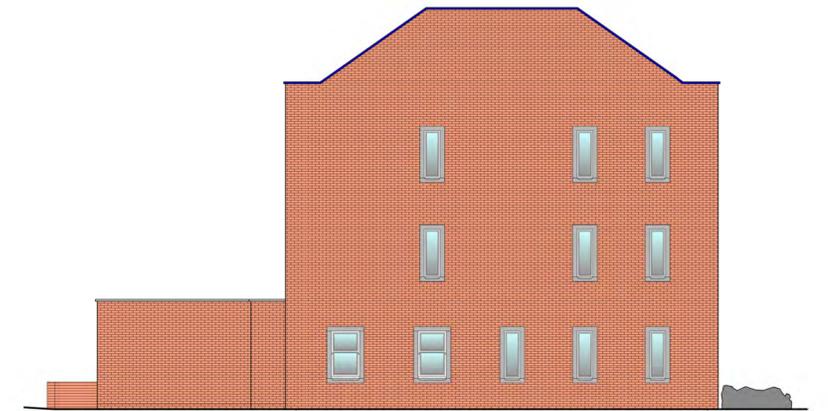
Proposed South Elevation
(Scale 1:100)



Proposed East Elevation
(Scale 1:100)



Proposed North Elevation
(Scale 1:100)



Proposed West Elevation
(Scale 1:100)



Location Plan
(Scale 1:1250)



Revision	Date	Revision Details
Rev. A	-	-
Rev. B	-	-
Rev. C	-	-
Rev. D	-	-
Rev. E	-	-
Rev. F	-	-
Rev. G	-	-
Rev. H	-	-
Rev. I	-	-
Rev. J	-	-

CLIENT: Claywater Homes
Lower Rolleston
Harracott
Barnstaple
EX31 3JF

Drawn: ?? Checked: ??

STATUS:
????
???

NOTE: FIGURED DIMENSIONS TO BE WORKED FROM ONLY.
REPORT ANY DISCREPANCIES TO THE SURVEYOR BEFORE
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KEY:

CPG Claywater Planning Group

Lower Rolleston
Harracott
Barnstaple
EX31 3JF
01237 421985

31-45 Lower Ashley Road.
Proposed Elevations &
Location Plan

Scale: 1:100 Date: Sept 2018 Rev
Drawing Number: 1270-RES-2018-001 G

